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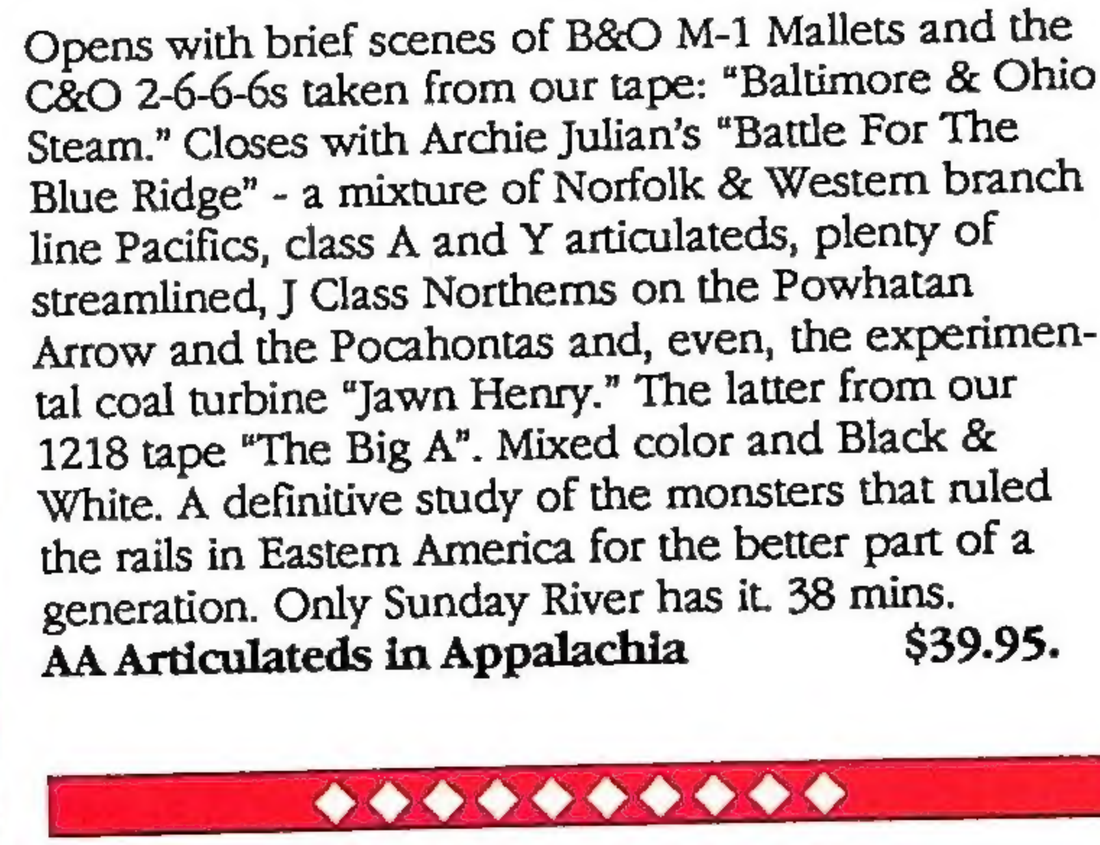

McClellan

Opens with brief scenes of B&O M-1 Mallets and the C&O 2-6-6-6s taken from our tape: "Baltimore & Ohio Steam." Closes with Archie Julian's "Battle For The Blue Ridge" - a mixture of Norfolk & Western branch line Pacifics, class A and Y articulateds, plenty of streamlined, J Class Northems on the Powhatan Arrow and the Pocahontas and, even, the experimental coal turbine "Jawn Henry." The latter from our 1218 tape "The Big A". Mixed color and Black & White. A definitive study of the monsters that ruled the rails in Eastern America for the better part of a generation. Only Sunday River has it. 38 mins.

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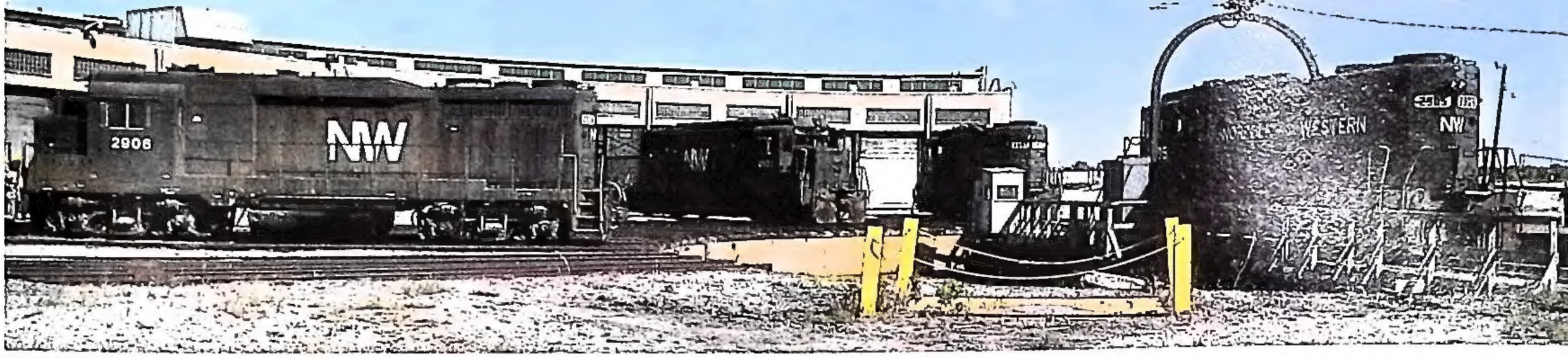

KODACHROME J. ANTHONY KOESTER

FOUR NICKEL PLATE GP30s were posed at Bellevue, Ohio, for the Nickel Plate Road Historical & Technical Society convention on September 27-29. See page 38.

KODACHROME DWIGHT D. JONES

EX-B&O GP30 6944, now numbered CSX 4253, led two GP40-2s at St. Marys, West Virginia, (**left**) on October 26 with a fall color trip from Huntington to Parkersburg for the Huntington Chapter NRHS. One of only three CSX GP30Ms still wearing B&O blue paint, the 4253 had been dressed up in its classic yellow "sunburst" nose markings in September. See page 38 for details.

EX-C&O GP7 5833, repainted in its as-delivered livery (**below**), powered a Hocking Valley Scenic Railway train at Nelsonville, Ohio, on October 20. See page 41.

KODACHROME: DWIGHT D. JONES

KODACHROME: TIM HENSCH

KODACHROME: GARY PANCAVAGE, LIGHTING: DAN and STEVE TROY

BOKÉ TRADING COMPANY of Guinea, Africa, has purchased MPI Leasing SD40-2 9021. Wearing the paint of its new owner, the unit was seen at Morrison-Knudsen's plant at Mountain Top, Pa., awaiting pickup by Conrail on October 5. See page 39.

EX-OC&E RS12 207 has been acquired by Nicolet Badger Northern from the Escanaba & Lake Superior. It was on the head end of a fall foliage special loading at Laona, Wisconsin, on September 21. See page 39.

EXTACHROME: KAMERON MILLER

Railnews

KEOKUK JUNCTION RAILWAY borrowed C&IM RS1325 30 while a KJRY Geep is in the shop. On October 19, KJRY Caterpillar-powered GP7 253 led C&IM 30 through Hamilton, Ill., (**right**). See page 39.

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From the Publisher's desk: The Wedding Rambles

Saturday, November 9, 1991, was a cold, blustery day in New Jersey. We'd driven to Flemington for a special train ride on the Black River & Western Railroad. John Earley, advertising director of R&R and its two companion magazines, RAILROAD MODEL CRAFTSMAN and FLYING MODELS, had chartered a four car train for a ride to Lambertville which would include en route his wedding with Gail Kay, of Branchville, N.J., a legal secretary with the Newton law firm of Sanford Hollander. To quote John, "Next to marrying me, chartering this train was the best idea Gail ever had."

The wedding special's four cars consisted of an unoccupied CNJ combine, a rattan seat Lackawanna Boonton coach heated with a pot belly stove, a CNJ coach refitted as a lounge car (loaded down with pre-dinner snacks) and a one-time New York Central Pullman section sleeper which had in turn gone to the Long Island for use as a parlor car. Today the former sleeper served as a chapel car, complete with rows of folding seats and an altar.

With BR&W CF7 No.42 (ex-Santa Fe 2421) on the point, the train left Flemington Station at 11:00 a.m., stopping on a "level piece of track" in Mt. Airy Township where the Rev. Beverly Lyons, of Beemerville, N.J., performed the ceremony in the chapel car after Gail had walked down the aisle. Although the setting was a bit unusual, the ceremony was more sincerely personal than many I have seen in far grander surroundings. The traditional music was supplied by FLYING MODELS associate editor Frank Fanelli, who surprised us all with his skill at the portable Yamaha keyboard and superb tenor voice.

Following the ceremony, a champagne (or ginger ale) toast was offered to the couple in the CNJ coach/lounge by the 70-odd guests attending. The bride wore white — without a train! Boyd was on hand with his borrowed Mark I Video Hi8 camcorder and a super wide angle lens, and Del Vecchio and Kelly handled the still photos.

The reception was held overlooking the Delaware River at the Lambertville Inn, overlooking the Delaware River, near the old Lambertville depot restaurant and the Delaware & Raritan feeder canal. Across the river was New Hope, Pa., terminus of the New Hope & Ivyland Railroad, another tourist and freight carrier.

Model airplane editor Frank Fanelli opted for a cab ride in the CF7 (running long-hood first) on the return trip, his first ride in a locomotive of any kind. BR&W 2-8-0 No.60 gave us a whistle salute as it held the siding for us at Ringoes. The "Wedding Ramble" arrived back at Flemington at 5:00 p.m., and the Earleys departed for a honeymoon in Mexico.

There have been many other railroad weddings. The late John Krause married his first wife in a narrow gauge car in Colorado. Several years ago, Susquehanna president Walter Rich ran a special on the NYS&W for his own wedding. Boyd attended the wedding of railfan Russell Begg in the cab of the NH&I's ex-CNR 4-6-0 1533 in the mid-1970s. Readers will no doubt advise us of many more.

RAILFAN & RAILROAD

February 1992 /vol.11 no.2

RAILROAD / founded 1906 / vol.113 no.11

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Cover

The powerful images of "Today's Missabe" are typified by these scenes of SDs in action on the Duluth, Missabe & Iron Range. In the top photo, high-nose SD9 171 and two sister units are down to a 5 m.p.h. crawl as they reach the crest of "Saginaw Hill" with a train of empties from Proctor bound for the iron mines on October 3, 1987. The Saginaw depot handled the interchange between the DM&IR and short line Duluth & Northeastern. In the lower photo, on June 10, 1989, Proctor-rebuilt "SD38Rs" 307 and 306 bracket SD18 189 on a northbound train of limestone (used in processing taconite) crossing the Whiteface River bridge at Kelsey. Read about "Today's Missabe" on page 48. Two Kodachromes: Andrew S. Nelson.

RAILFAN & RAILROAD (ISSN 0163-7266), is published monthly by Carstens Publications, Inc., Phil Hardin Road (Fredon-Springdale Road), Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1991 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $25.00 per year, $47.00 for two years, $67.00 for three years. Foreign: $31.00 per year, $61.00 for two years, $90.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

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Fanmail

More Simpson

I enjoyed the Simpson Timber material in the December issue. For more photos of logging in that area from 1907 to 1940, you can look in the book *Kinsey Photographer / The Locomotive Portraits* published by Chronicle Books. It also includes historical recollections by those associated with the engines, including Pete Replinger.

On a related note, you might check the November 1989 issue of *Modeltec* Magazine where there is a story about Dave Skagen, a locomotive engineer for Simpson Timber at one time, who builds live steam engines and also owns and restored Satsop No.1 pictured on page 75 in your magazine.

JOHN C. SHERWOOD
Mt. Nebo, W.Va.

Isolating Simpson

As a former Simpson employee I enjoyed the Simpson Timber article. One map titled "Simpson Connections in the Early 1900s," has very good detail for its size. It does not represent the isolation of the turn of the century, though. One line operated by the Northern Pacific, now Burlington Northern, between Shelton and Bremerton was built by the U.S. Navy as recently as 1942.

Having read the new book *Logging to the Salt Chuck*, reviewed in that same issue, your article brought me up to date on several points.

LAWRENCE W. PERRIGO
Tieton, Wash.

Kill that title

I really enjoyed Steve Patterson's article about his experiences working on a weed spray train in the 1960s. His story-telling technique was warm and inviting. I felt like I was a member of his work crew. However, I take exception to the title "Hired Killer." It sounds like the typical environmental tirade geared to and loaded with emotionalism. A quality title would have read "Protecting the Railroad Environment."

C.G. FADER
Ketchikan, Alaska

Kodachrome 25

After reading your comments about Kodachrome 25 being only for roster shooters and slow trains on sunny day type photography, I felt compelled to comment, since most of the best shooters I know use the stuff, and so do I. Granted, the ASA 64 stuff is faster, but only by a little over a stop. Out here in sunny land I normally shoot ⅟₅₀₀th at f4 on sunny days with diesel trains. It drops a lot in that murky climate you live in, admittedly, but I still find that most of my lenses are fast enough to handle it. It simply has much better color, to my taste, and a lot more exposure latitude, along with less contrast than the 64 film. Of course, if all you use is zoom lenses with a maximum aperture of f4 to f5.6, I can see why 64 looks attractive. I grew up with ASA 10 Kodachrome; ASA 25 was a dream come true. I guess I don't know what you mean by the

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"brassy" look of Kodachrome. Kodachrome II, marketed from 1961 to 1974, was the best of the Kodachromes in my opinion. I would take it in a minute over any of the versions available today. It was phased out for environmental pollution reasons related to processing, not because what replaced it was better.

As to your Ektachromes from the sixties turning red, I am curious as to why you are experiencing that and I'm not. I have E-2 Ektachromes dating back to 1959, when they first came out with High Speed Ektachrome (ASA 160) and I have seen no color shift in any of mine to this date. Some of the very early stuff was reddish, but it was that way from the beginning for me; I don't see any fading or shifting.

TOM GILDERSLEEVE
Newhall, Calif.

On TVRM, 4501 and NC&StL 36

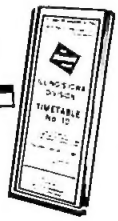
While it is always a pleasure to see news and photos covering the activities of the Tennessee Valley Railroad Museum in your publication, I wanted to correct some minor inaccuracies in your October '91 issue.

Paul Merriman donated the 4501 to TVRM in 1975. It remained on lease to the Southern Railway and Norfolk Southern from 1975 until 1988. It was used on a charter trip in 1989 and was then put on display until earlier this year. In addition to the Asheville excursions that you mentioned, it also pulled an excursion from Spencer to Winston-Salem, N.C. It will also be used on five excursions in September and two in October prior to the 25th Anniversary celebration.

The Baldwin diesel came to TVRM directly from the U.S. Air Force Arnold Engineering Test Center at Tullahoma, Tenn., and was not owned by TVA. Our other Baldwin VO1000, ex-TVA 27, is now being evaluated for restoration. Who knows, it may become NC&StL 37, or how about a nice Southern Green?

TIM ANDREWS
Tennessee Valley Railroad
Chattanooga, Tenn.

Timetable



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RAILFAN EVENTS

STRASBURG, PENNSYLVANIA, through March 3, 1992. "Speed, Safety, Comfort: Images of the GG1," a special exhibit at the Railroad Museum of Pennsylvania on Route 741 (opposite Strasburg Rail Road). For hours and other information phone the museum at 717/687-8628.

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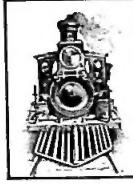

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NORTH FREEDOM, WISCONSIN, February 15. Railfan Snow Train sponsored by Mid-Continent Railway Museum. For details send SASE to: Agent, Mid-Continent Railway Museum, P.O. Box 55, North Freedom, WI 53951.

CHATHAM, NEW JERSEY, February 15. EastRAIL '92 multimedia slide presentations at Chatham High School, 255 Lafayette Avenue. Professional quality dual-projector slide/sound programs by the East's top photographers. Included will be programs by John Craft, Bradley McClelland, Jon Graham, Frank Etsel, Steve Barry and Tom Nemeth, Chris Kimler, Alan Bellis and Jim Boyd. Hosted by R&R and *Railpace* magazines and sponsored by the Jersey Central Chapter NRHS. For times, ticket price and details, contact: JCRHS EastRAIL, P.O. Box 700, Clark, NJ 07066.

STOCKTON, CALIFORNIA, March 7. Winterail '92 at Scottish Rite Temple. The 14th annual show features multimedia slide presentations by noted rail photographers from noon to 10:30pm, plus a railroadiana sale and swap 9am-5pm. For all-day admission to both events, send payment of $16 per person and SASE to: Vic Neves, Winterail '92, P.O. Box 23721, Oakland, CA 94623-9991. Advance purchase by mail is strongly recommended. For admission to just the railroadiana sale, pay $3 at the door. For dealer table information send SASE to: Dave Stanley, Winterail '92, P.O. Box 30661-R, Stockton, CA 95213-0661. Meet some of the world's most well-known railfans and enjoy northern California railroad action at nearby Stockton Tower, Franklin Canyon and Altamont Pass.

BOSTON, MASSACHUSETTS, March 21. "Sugartime Special" chartered train to White River Junction, Vermont, via Conrail and Central Vermont. Depart South Station 8am, additional boarding in central Massachusetts. Adults $55, ages 5-16 $40, lap babies free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or phone: 617/361-4445.

**STEAM TRIPS TO AND FROM SAN J[illegible] for the NRHS 1992 National Convention (see listing be[illegible] will be powered by SP *Daylight* 4-8-4 4449 out of Portland, Oregon, and UP 4-6-6-4 3985 out of Cheyenne, Wyoming. The following schedules are *tentative* and subject to change. Groups sponsoring each trip segment are identified in parenthesis; addresses for each group are given below. Contact the appropriate sponsoring group(s) for details on segments you wish to ride.

SP 4449: July 18 Portland-Klamath Falls; July 19 Klamath Falls-Sacramento; July 20 Sacramento-San Jose; July 21-26 convention; July 27 San Jose-Sacramento; July 28 Sacramento-Klamath Falls; July 29 Klamath Falls-Portland. Send an SASE to: Friends of the 4449, P.O. Box 42486, Portland OR 97424.

UP 3985: July 11 Cheyenne-Rock Springs (UPHTS); July 12 Rock Springs-Salt Lake City (PROM); July 13 layover SLC; July 14 Salt Lake City-Elko (PROM); July 15 Elko-Winnemucca (PROM/FRRS/CC); July 16 Winnemucca-Portola (FRRS/CC); July 17 layover at Portola; July 18 Portola-Sacramento (FRRS/CC); July 19 Sacramento-San Jose (CC); July 20-26 convention; July 26 San Jose-Sacramento (CC); July 27 Sacramento-Portola (FRRS/CC); July 28 Portola-Winnemucca (FRRS/CC); July 29 Winnemucca-Elko (PROM/FRRS/CC); July 30 Elko-Salt Lake City (PROM), July 31-August 1 layover SLC; August 2 SLC-Rock Springs (PROM); August 3 Rock Springs-Cheyenne (UPHTS). The sponsoring groups for 3985 trips are: (UPHTS) Union Pacific Historical & Technical Society, Union Pacific Railroad, Room 114, 1416 Dodge Street, Omaha, NE 68179; (PROM) Promontory Chapter NRHS, 1965 Lindsay Drive, Salt Lake City, UT 84119; (FRRS) Feather River Rail Society, Box 608, Portola, CA 96122; (CC) Central Coast Chapter NRHS, P.O. Box 36301, San Jose, CA 95158-6301.

SAN JOSE, CALIFORNIA, July 22-26. Central Coast Chapter NRHS will host NRHS 1992 National Convention. Attendees can travel to/from San Jose aboard trains powered by UP 4-6-6-4 3985 out of Cheyenne or SP 4-8-4 4449 out of Portland (see listing above for details). The following is a preliminary schedule of convention rail operations. Photo stops are planned for all trips. For details contact: Central Coast

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OLD LINE: The all color books. Night Scene, WM IN THE DIESEL ERA, New Title $40.00 each. RF&P, L&N $38.00 each, C&NW, Before Guilford, Clinchfield $35.00 each.
BOSTON MILLS PRESS: Engine Houses, US Military Railroad Service, Canadian Southern $31.00 each; Sale NEXT STOP GRAND CENTRAL $15.95; The Southern RR System $22.00
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Thursday, July 23, SP 4-6-2 2472 San Jose-San Francisco round trip, with optional tour of Muni and vintage trolleys.

Friday, July 24, No trips, engines on display at San Jose, possible night photo session.

Saturday, July 25, 4449 San Jose-Sacramento round trip via Martinez, optional visit to railroad museum or ride on light rail system.

Sunday, July 26, 4449 San Jose-Watsonville Junction round trip.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $8.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

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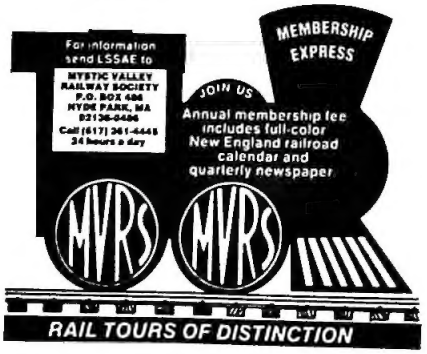

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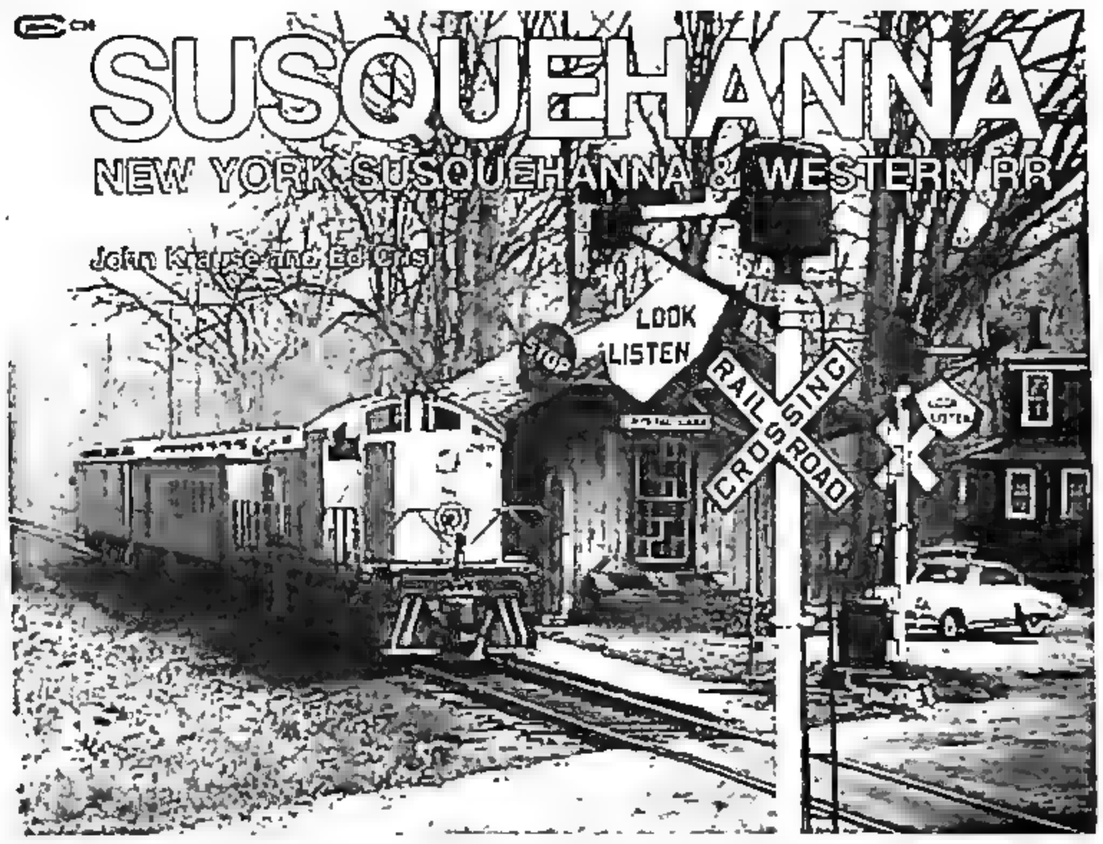

SUSQUEHANNA Written by Ed Crist and the late John Krause, Susquehanna covers the turbulent history of the railroad from its beginnings, the Erie years, and the independent years up until the Delaware Otsego takeover about 1980. Over 200 illustrations show Erie J-2 Decapods originally intended for use in Russia, various gas-electrics, ACF streamlined railcars, Alco RS1's, EMD GP18's, and other power. For the modeler there are plenty of scenic views for modeling guides. 98pp,**C80** **15.95**

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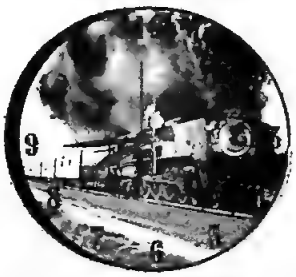

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GREENBERG's Great Train, Doll House & Toy Show will be held at the following locations 11am-5pm. Admission $5; under 12 free with adult. For further information contact: Greenberg Shows, Sykesville, MD 21784; 410/795-7447.

Virginia Beach, Virginia, January 4-5, Virginia Beach Convention Center.

Tampa, Florida, January 4-5, Florida State Fairgrounds.

Pompano Beach, Florida, January 11-12, Broward Community College-North Campus.

Jacksonville, Florida, January 18-19, Prime F. Osborn Convention Center.

Edison, New Jersey, January 25-26, Raritan Center Expo Center.

Monroeville, Pennsylvania, February 15-16, Pittsburgh Expo Mart (West Wing).

WINSLOW, NEW JERSEY, January 5. Winslow Junction Scale Train and Railroadiana Meet at Winslow Fire Hall, Hall and Hay Streets, 10am-3pm. Admission $3, family maximum $5. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327.

GILBERTSVILLE, PENNSYLVANIA, January 12. Gilbertsville Train-O-Rama at Gilbertsville Firehouse, Route 73 east of Route 100, 9am-2pm. Adults $2, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

RALEIGH, NORTH CAROLINA, January 18-19. Ninth North State Toy & Train Show at North Carolina State Fairgrounds, 1025 Blueridge Road, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

FALL RIVER, MASSACHUSETTS, January 19. Old Colony & Fall River Railroad Museum 5th Annual Railroad Show at Municipal Veterans Memorial Armory, 72 Bank Street, 10am-4pm. Adults $2, ages 5-12 50$CEN, under 5 free with adult. Contact: Jay Chatterton, Old Colony & Fall River Railroad Museum, P.O. Box 3455, Fall River, MA 02722-3455; 508/673-7061.

EASTLAKE (CLEVELAND), OHIO, January 19. Eastlake Train Show at 34041 Stevens Boulevard, 10am-4pm. Adults $2.50, seniors and students $2. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-1749.

CONCORD, NORTH CAROLINA, January 25 Train & Toy Show at National Guard Armory, Highway 49 and Old Charlotte Road, 9am-4pm. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

EUCLID (CLEVELAND), OHIO, February 2. Euclid High Train Show at 651 East 222nd Street, 10am-4pm. Adults $2.50, students and senior citizens $2. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-1749.

DEDHAM, MASSACHUSETTS, February 2. Rail-A-Rama at Biarritz Plaza adjacent to Holiday Inn, junction of Routes 1, 128 and 1-A, 10am-4pm. Admission $2, ages 5-12 $1, under 5 free. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

WEST SPRINGFIELD, MASSACHUSETTS, February 8-9. Amherst Railway Society Annual Railroad Show at Eastern States Exposition Better Living Center, Memorial Avenue, 10am-5pm. Admission $4, ages 5-11 $1, under 5 free. New England's largest railroad show. Contact: Robert A. Buck, Show Director, Amherst Railway Society, P.O. Box 718, Warren, MA 01083-0718; 413/436-5318.

CINCINNATI, OHIO, February 8-9. Great American Train Show at Cincinnati Convention Center, 6th and Elm Streets, 1-7pm Saturday, 11am-5pm Sunday. Adults $4.50, under 12 free. Contact: GATS, P.O. Box 1745, Lombard, IL 60148; 708/834-0652.

GILBERTSVILLE, PENNSYLVANIA, February 9. Gilbertsville Train-O-Rama at Gilbertsville Firehouse, Route 73 east of Route 100, 9am-2pm. Adults $2, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

PARMA, OHIO, February 9. Parma High Train Show at Parma High School, 6285 West 54th Street, 10am-4pm. Admission $2.50, family max. $5, senior citizens and students $2. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-1749.

FAYETTEVILLE, NORTH CAROLINA, February 15. Sandhills Toy & Train Show at Cumberland Expo Center, Highway 301 South, 9am-5pm. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

JACKSONVILLE, FLORIDA, February 15. Southeastern Railroadiana Collectors 13th Annual Railroadiana/Model Train Sale & Trade Show at Prime Osborn Convention Cen-

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WILLISTON, VERMONT, February 15. Gateway Promotions Burlington Railroadiana & Model Railroad Meet at Williston Armory, U.S. Route 2 (Exits 11 and 12 off I-89), 10am-4pm. Adults $2.50, ages 6-12 $1, under 6 free. Contact: Neil Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

ATTLEBORO, MASSACHUSETTS, February 16. Little Rhody Division NMRA Annual Show at Masonic Temple, 71 North Main Street, 9am-3pm. Adults $2, family max. $5, under 12 free. Contact: Stephen Boothroyd, P.O. Box 365, Wakefield, RI 02880; 401/789-1420.

BELLMAWR, NEW JERSEY, February 16. Third Annual Train Show at Bellmawr Park Volunteer Fire Co. on Essex Avenue, 10am-3pm. Adults $3, under 12 free, tables $15. Contact: John or Karen Nichols, P.O. Box 1214, Bellmawr, NJ 08099; 609/933-0336.

PEORIA, ILLINOIS, February 16. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free, tables $7 in advance. Contact: Rick Dolanc, 4028 W. Hilmont, Peoria, IL 61615; 309/692-0882.

KIRTLAND (CLEVELAND), OHIO, February 22-23. Kirtland High Train Show at 9152 Chillicothe Road, 10am-4pm. Adults $2.50, students and senior citizens $2. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-1749.

RICHMOND, INDIANA, February 23. All Trains Flea Market at National Guard Armory, 1200 West Main, 10am-3pm. Admission $2, under 12 free. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356; 513/773-7186.

FRANKLIN SQUARE, NEW YORK, February 23 and March 22. R.R. Lines Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 515/486-6658 or 516/775-4801.

BURNABY, BRITISH COLUMBIA, March 15. Western Rails Model Railroad and Railroadiana Show & Auction at 9523 Cameron Street, 9am-4pm. Contact: P. Roym, 3874 Winlake Cres., Burnaby, BC V5A 2G5; 604/420-1292.

TIMONIUM (BALTIMORE), MARYLAND, March 22. Transpo '92 Transportation Memorabilia Show & Sale at Maryland State Fairgrounds, 10am-4pm. Admission $4, under 12 free. Lanterns, books, timetables, whistles, china, plus displays of photos, movies, videos and artwork. Contact: Jim Hutzler or Ira Reed, P.O. Box 10372, Alexandria, VA 22302; 703/998-2362 or 703/971-5630.

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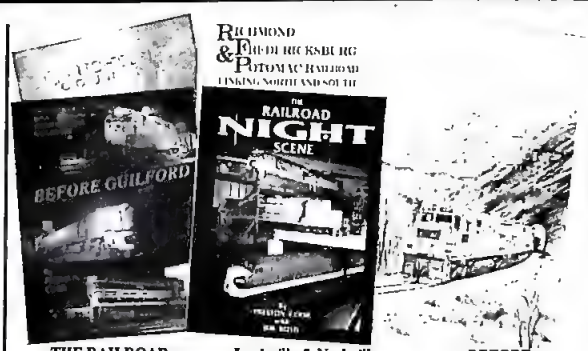

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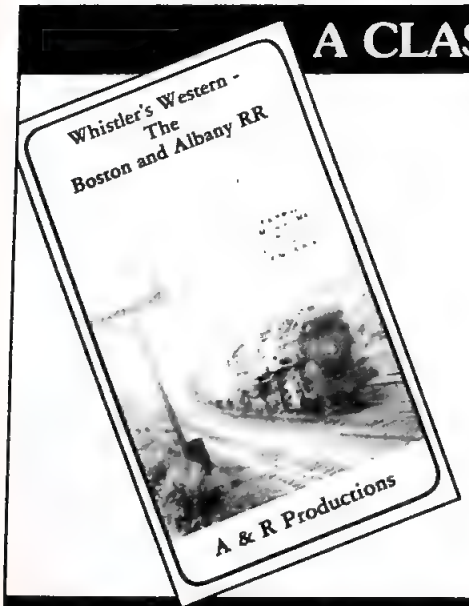

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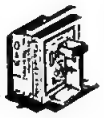

What's New?

Something every railfan should have is the new 4th Edition of the *American Shortline Railway Guide* by Ed Lewis. This 320-page 5½"×8" softcover provides brief histories, operational descriptions and engine rosters for 729 short line and regional railroads in the U.S. Most of the alphabetically-arranged listings are printed one or two to a page and also include such information as radio frequencies, average rail weight, location of engine facilities and the address and phone number of the railroad's headquarters. More than 130 black & white photos of selected short line subjects are spread throughout the listings. There are sidebars discussing related subjects like the American Short Line Railroad Association, the CF7, GP8 and GP10 (rebuilt units which have become popular on some short lines) and Norfolk Southern's Thoroughbred program for spinning off unwanted trackage to short line operators. Smaller listings cover "Invisible Short Lines" like the Camas Prairie and Winston-Salem Southbound which work on behalf of other, usually larger railroads, and "Short Lines No Longer in Existence" which have vanished since 1980. A glossary and index of each short line and regional by state wraps ups this fine reference, which sells for $18.95 plus $3.00 shipping (outside the U.S. add 18% shipping, Wisc. res. add 5% tax, Canadians add 7% GST) from Kalmbach Publishing, P.O. Box 1612, Waukesha, WI 53187.

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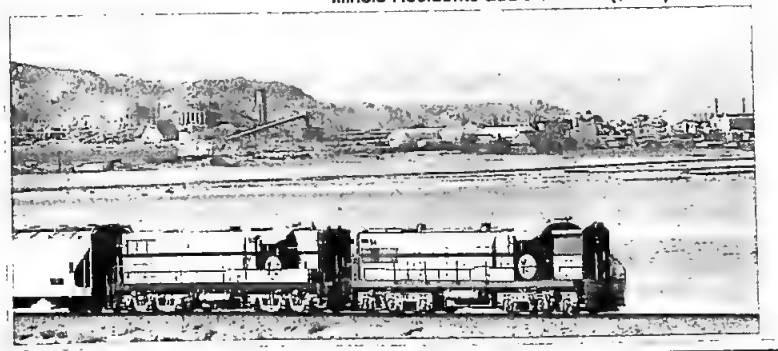

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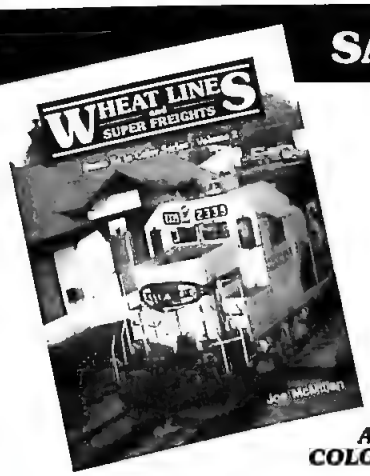

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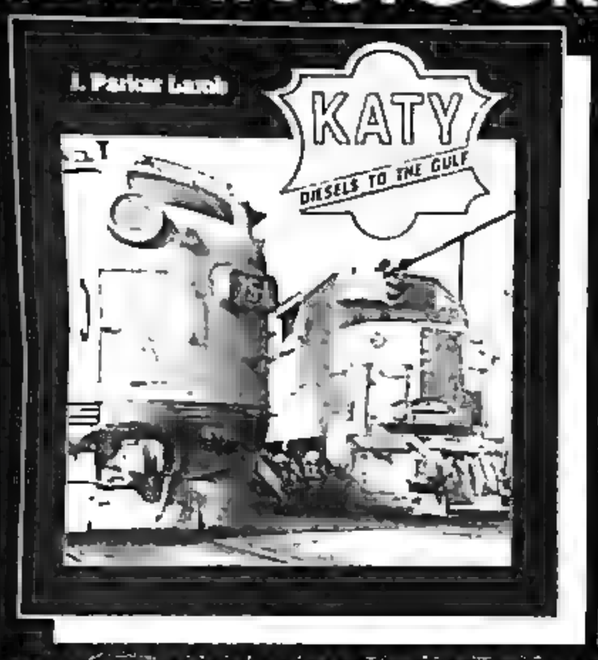

KATY DIESELS TO THE GULF
By J. Parker Lamb

The Missouri-Kansas Texas Railroad in its encore years! Photographer/author Lamb takes you from the lean years of repowered red Baldwins and Alcos through the comeback era of "John Deere" green-and-yellow. Large, album-style format (10¾" x 12"); softcover, B&W, 108 pp.

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booses in the North and East.) In 80 pages and on all four sides of the cover flap we're treated to more than 218 sharp color photos of caboose variations from 56 railroads of the South. Rather than messing around with modern giants CSX and Norfolk Southern, Henderson delves into component roads like Seaboard Air Line, Seaboard Coast Line, Clinchfield, L&N, C&O and even C&O's "middle age" under Chessie System. Most of the photos are roster views with very light caption information, but there are also a few action/scenic shots of an IC sidedoor caboose being cab-hopped by a Geep, N&W center cupola "cabeese" behind TOFC and unit coal and a yellow C&O model following hoppers on a West Virginia mine run. With few facts but full of photos, it sells for $29.95 plus $3.00 shipping (N.Y. res. add tax) from H&M Productions, 193-07 45th Avenue, Flushing, NY 11358.

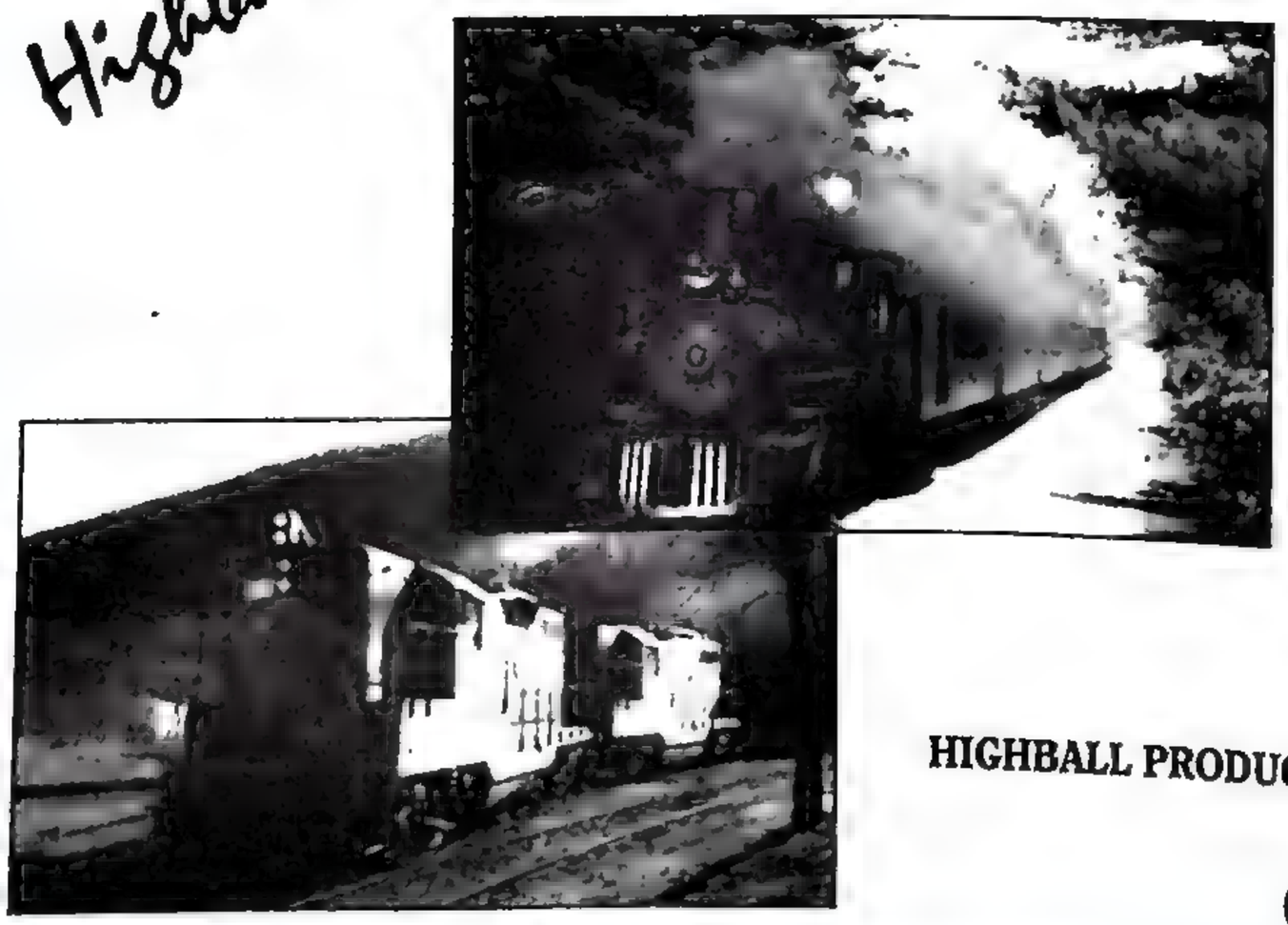
Calendar Call

The "Trains 1992" calendar from our friends at *Trains* Magazine opens up to a big 13¾"×21¼" vertical format with half that space on each spread filled by a full-bleed color photo of railroad action past and present. In the "vintage department" are CN's 1914-built boxcabs (shown still working near Montreal in 1984), a Milwaukee Road E9 panned at speed, a Western Maryland 4-6-6-4 at the Cumberland Narrows, an Erie PA leading Stillwell coaches over the Hackensack River and EMD's Aerotrain 1000 rounding Horseshoe Curve. Bringing the calendar up to date are RoadRailers led by an NS GP50, a Green Bay & Western RS27 blasting through snowdrifts, a "paleface" BN GP35 rebuild, restored L&N 4-6-2 152 powering a 1986 fantrip, an over-and-under meet where UP's ex-Katy and ex-MoPac lines cross in Texas, two Rio Grande SD50s and an SD40T-2 (the tunnel motor is wrongly identified as an SD50) moving coal on the Joint Line, Amtrak's *Sunset Limited* (P30CHs and Superliners) in the desert east of Tucson and three Conrail C32-8s in the snow on the Boston & Albany line. It sells for $9.95 plus $3.00 shipping (orders outside the U.S. add 18% shipping, Wisc. res. add 5% tax, Canadians add 7% tax) from Kalmbach Publishing Company, P.O. Box 1612, Waukesha, WI 53187, or order by phone at 800/533-6644.

R&R's "backyard railroad" is covered well in the all-color 11"×17" "Susquehanna 1992 Calendar." Naturally, there are plenty of modern yellow and black Dash 8-40Bs and second-hand ex-BN SD45s shown hauling doublestacks across northern New Jersey (one shot actually includes a leased ex-BN SDP45), as well as C430s at Chenango Forks, a GP18 crossing the Ramapo River and maroon and white S2 206 on the L&HR trackage in 1985. From the days *before* NYS&W's rebirth as a container-carrying regional come classic color views of silver RS1s with freight along the Paulinskill River, in passenger service near Bogota and dashing through the snow in suburban New Jersey, RDC M-1 in commuter service, Whitcomb switcher 150 at the Edgewater docks and a young conductor John Treen waving from a caboose in 1962. With proceeds going toward the restoration of RDC M-1, it sells for $7.95 plus $1.40 postage from the NYS&W Technical & Historical Society,

Another new tape from Highball Productions!

If you've had enough of Santa Fe & UP, then check out the diversity of railroading in the North East. 1991 was a busy year for Highball Productions, and this tape shows our year in review. We saw snow on Charlton Hill, Edaville Railfan Day, Mineola in spring, Springfield Terminal, the St. Lawrence & Atlantic, BAR's F3, GATX & CP on Bow Coal Trains, an S1 on a Maine Coast excursion, Green Mountain fly ash extra's, a P&W excursion, Valley RR Railfan Day steam double header, Condot F's, a Climax at Clark's Trading Post, Conrail & CV at Palmer, GATX, CP, ST & CV in the fall, Roberval Saguenay, Hunter Tower and the corridor, and Conrail at Worcester. Full color & natural sound, professional narration. 90 minutes. $34.95 plus $3.00 S&H.



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"Michigan Rails '92" is an 11"×17" fold-out calendar with color cover shots of Ann Arbor GP35s at Clare and Grand Trunk Western 4-6-2 5629 leading a 1960s excursion. Other Michigan scenes are printed inside in black & white, covering a wide variety of subjects such as NYC and Detroit & Toledo Shore Line Mikados, a Pere Marquette Consolidation, a C&O Hudson, a Detroit Street Railways Peter Witt trolley, an NYC U25B alongside an EL SD45 at night, C&NW F-M "Baby Train Masters" lugging taconite and much more. It sells for $6.00 postpaid from MRC Calendar, 4260 Charles, Dearborn, MI 48126.

All kinds of steam locomotives from the Southeast are showcased in rather nicely done black & white in the "Atlanta Chapter NRHS 1992 Calendar." Folding out to 11"×17", it contains three-quarter closeup or action views of a Southern 2-8-8-2; Charleston & Western Carolina, Atlanta & West Point and GM&O 4-6-0s; Southern 0-4-4T 1509 *Maude*; a Georgia Railroad 4-6-2; a Southern 4-8-2; a Seaboard Air Line 2-6-6-4; an Interstate Railroad 2-8-0; an Illinois Central 0-10-0; a Southern 2-10-2 helping a 4-8-2 on Saluda Hill and other engines of various wheel arrangement and ownership. It sells for $6.00 postpaid from Steam Calendar, P.O. Box 1367, Snellville, GA 30278.

Diesel T-shirts

Artist Paul Adams of Brighton, Michigan, spent most of his career rendering tight illustrative artwork of technical hardware and modern and classic automobiles and has recently turned to rail subjects as a "refreshing change." At the Greenberg Train Show during the NRHS Huntington '91 convention, his work immediately caught Jim Boyd's eye, and some of his subjects will be featured in a near future issue of R&R.

In addition to paintings and lithographed prints, Paul Adams is marketing a line of very attractive T-shirts and sweatshirts featuring his colorful and accurate renderings of various F-unit and E-unit noses. On high quality white Hanes "Fifty-Fifty" T-shirts (50% cotton, 50% polyester), he offers the images of such famous units as Sacramento's Santa Fe F7A 347C and SP E9 6059 as well as *Southern Crescent* E8 6900 and units of the NYC, C&O, B&O, Amtrak and both red and green Pennsy. Both the artwork and silk screen reproduction are excellent, and these would make superb Christmas gifts for any railfan.

The T-shirts sell for $20 each in adult sizes S, M, L and XL and $24 for XXL. The sweatshirts are $30 each for XL and $34 for XXL. Michigan residents add 4% tax, and

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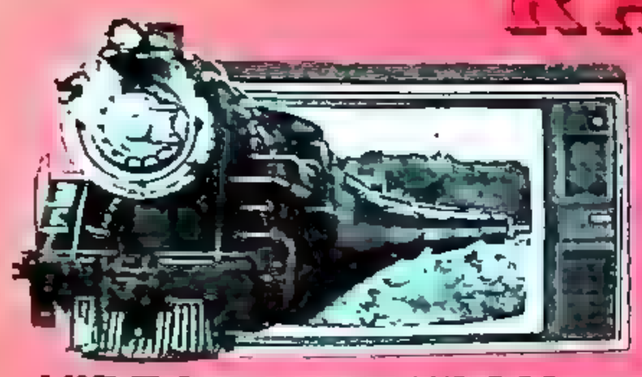

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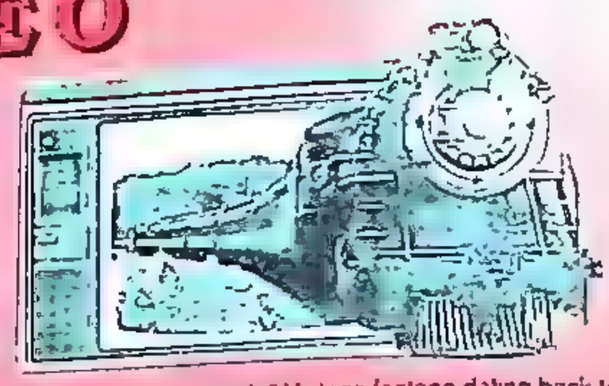

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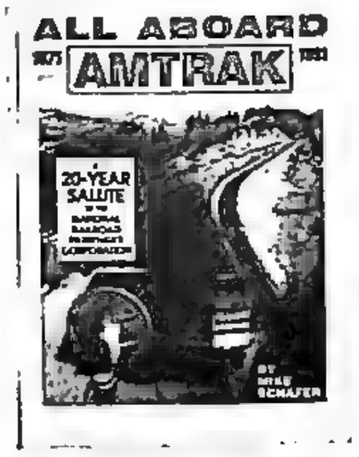

"All Aboard Amtrak," by Mike Schafer, published by Railpace Company, Inc., P.O. Box 927, Piscataway, NJ 08855-0927, 176 8½"×11" pages, hardcover, VISA and MasterCard accepted, $49.95 postpaid in the U.S. (N.J. res. add 7% sales tax).

I have known Mike Schafer since he was in high school in Rockford, Illinois, and we would make regular weekend trips into Chicago to photograph trains in the mid-1960s. While he would tolerate my engine terminal roster-shooting and F-unit lash-ups on the Great Western, his all-consuming passion was for passenger trains. I was with him in April of 1971 when we watched the American passenger train die and "Railpax"

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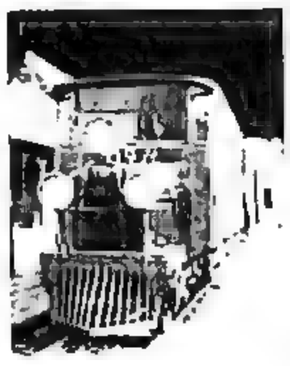

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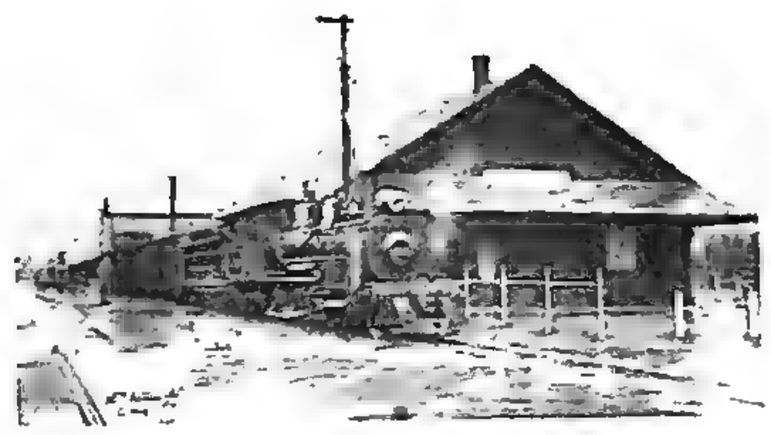

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take its first shaky steps under the less-than-two-week-old name of Amtrak. If there was ever a person to write (and graphically design) an Amtrak 20th Anniversary book, it is Mike Schafer.

In an era of Color Book of the Month Club "$40 slide shows," this hardcover volume is packed with solid information and interesting history as told by someone who lived it. The color separations by Litho-Tech and careful printing by Kutztown Publishing have resulted in a color book of excellent quality enhanced by something truly rare in today's railfan book market, some real graphic layout. Instead of four same-size pictures to a spread with random captions, this book integrates the extensive and informative text with intelligently-related photos and a clean eye for interesting arrangement. The first impression of "a lot of small photos" quickly yields to an appreciation of the content and variety and sheer quality of the subject matter.

After a fascinating Foreword by none other than Amtrak President W. Graham Claytor, Jr., and a personal introduction by Schafer, the book gets rolling with a summary of Amtrak's beginnings and early development. While the photos are exquisite, you quickly realize that this is an illustrated history of Amtrak and not a photographer's ego trip. Photographers from all across the country have contributed to illustrating in color almost every aspect of the Amtrak scene, from BN F-units on Day One to "Strange Bedfellows" like an F40 and C&O 4-8-4 and Amtrak "freight trains" with CF7s and cabooses meeting on the Northeast Corridor. The history segment (roughly the first half) of the book includes route expansions and "battlefield casualties" as well as chapters on equipment and motive power — right down to designer's sketches of next year's GEs. Included are locomotive and rolling stock rosters, and while I would take Mike Schafer's word on almost anything about passenger trains, I did spot one goof on the first read-through: he has green GG1 4935 preserved in Harrisburg instead of Strasburg (Harrisburg has the 4859).

The second half of the book is a train-by-train look at "Amtrak's Superstars," the long distance trains of 1991. These one to four page studies usually include a shot or two of the route's pre-Amtrak service and action views of today's trains. The variety and quality of the images are stunning. Mike Schafer knows these trains and colors the text with details and insights that helps give each of the look-alike Amtrakers a character of its own.

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as editor of *Passenger Train Journal* and numerous other books and publications, it is a bit surprising to realize that this is his first byline as a book author. He quickly credits others for their help, however, including editor Bob Johnson and the publishers at Railpace for their support. Of particular note are the very many photographers represented; railfan photography has never been so proudly presented in such a significant history book.

I get a particular kick out of the number of photos that show up in this book from the two-week trip Mike and I made to the West Coast in July 1969. Seeing the results has made his nagging about passenger trains every time I wanted to hit a freight yard almost worth enduring — J.B.

Videos

BY MIKE DEL VECCHIO

New Arrivals

If you were captivated by the generally clean matched sets of non-turbocharged six-axle EMD motive power pictured in Andrew Nelson's "Today's Missabe" (page 48), then **"Missabe Rails,"** from Plets Express, P.O. Box 217, Altoona, WI 54720, should satisfy. All contemporary (1988 through 1991) and shot year-round, this program breaks the coverage into nine chapters looking at specific divisions and types of operation. The coverage seems complete showing the types of traffic, the taconite loaders and mines, and the immense loading docks on Lake Superior in operation. The narration is very informative and easy to understand. While the DM&IR is rebuilding many of its SD9s and SD18s with low short hoods, much of the power presented here is still as-built. A chapter called "All Rail" covers the trains of other railroads that operate over the Missabe such as the BN, Wisconsin Central, UP and C&NW. Provincial exotica includes the EJ&E SD9 and Bessemer SD38 that ran for a while in their previous paint schemes. The show winds up with a DM&IR shippers' special with a Missabe combine and business

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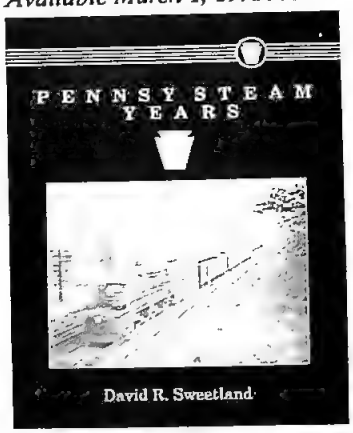

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car trailing one of the high-hood SD9s. This is Plets first national effort, and except for a couple of nit picks (less clutter here, tighter editing there, some scenes not quite horizontal) they are off to a real good start. The editing overall seems to be more for the hardcore viewer, and a separate 1990 system map and capsule locomotive roster are included. But keep the sturdy tape case handy to prop up the right side of your television. 120 minutes, $44.95 plus $3.00 shipping (Wisc. res. add 5% sales tax).

Feature reviews

"Huntington '91," produced by Berkshire Productions, P.O. Box 575, Brunswick, OH 44212; 800/322-7650. VHS or BETA, VISA and MasterCard accepted, 90 minutes, $39.95 plus $3.75 shipping per order (Ohio res. add 5.75% sales tax).

The 1991 NRHS Convention in Huntington, W.Va., was arguably *the* steam event of the year. The highlight of the five-day steam bonanza was the side-by-side running of NKP 2-8-4 765 with a coal train and Pere Marquette 2-8-4 1225 on a passenger consist at track speed. With the addition of Norfolk & Western 2-6-6-4 1218 on home trackage, three locomotives participated, and the ferry moves to get these locomotives to Huntington also resulted in memorable steam action. In cooperation with the sponsoring Collis P. Huntington Chapter, Berkshire Productions used eight credited camera crews and several locomotive-mounted cameras to assemble a fine "Official 1991 NRHS Convention Video."

Opening with original guitar music and a fast-paced montage of the upcoming program, the footage starts at Owosso with 1225 being readied, then switched into a Tuscola & Saginaw Bay freight train for a late night run to CSX at Plymouth. The departure from Plymouth is steamy and dramatic from the ground and from a camera mounted near the boiler on the engineer's side. After a few small-town Michigan runbys at the unexpected speed restriction of 20 m.p.h., a diesel was added south of Toledo to permit track speed running, covered on tape by pair of runbys. Once in Lima, Ohio, the

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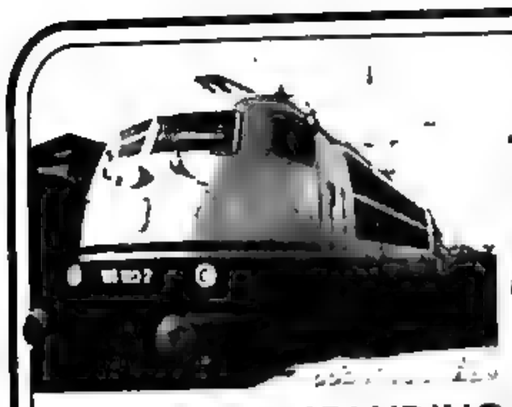

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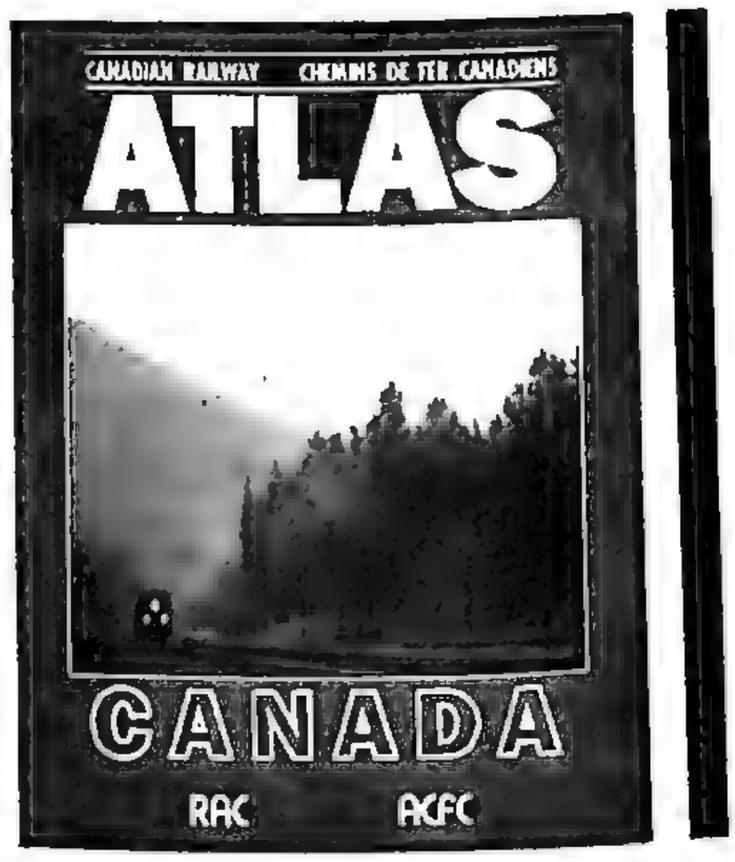

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pace slows slightly as both 1225 and 765 jockey for proper doubleheader position. Getting underway just before nightfall, both 2-8-4s put on a great show departing Lima; one ground crew caught the doubleheader departing the CSX yard and another was on hand for the historic whistling tribute as both Lima-built Berkshires passed the remaining buildings of their birthplace. A Lima Locomotive Works historic vignette of excursion footage and black & white still photos underscore the significance of the event. A few night runbys under thundering skies brings the pair to Cincinnati.

Departing Cincinnati with 30 cars, the 765/1225 put on a fine track speed show in sunny weather. Coverage here has a couple of cameras following the train across the Ohio River Bridge plus views looking front and back from cameras mounted near 765's boiler. The service stop at Maysville is followed by some classic C&O-like trackside images along the Ohio River.

The first official trips of the Convention were run on Norfolk Southern with N&W 1218 steaming from Kenova (near Huntington) to Ieager, W.Va., and back one day, then to Portsmouth, Ohio, and back the next. The coverage for these trips includes well executed runbys (scenic passes with tunnels and bridges) and some pacing, plus footage from locomotive-mounted cameras (near the boiler, engineer's side) and from a camera crew in the cab. Videography in 1218's cab is not often permitted, but the "Official Video" status gained access here and on the other locomotives that was not generally available to other video producers at Huntington. Not only is this 1218 cab footage rare, it provides an operating look at the modern brake stand and general cab layout, plus a glimpse through the firedoor at that *HUGE* firebox. By far the most significant aspect of this cab footage, though, is the chance to observe retired Norfolk Southern CEO Robert B. Claytor at the throttle. "Bob" Claytor continued his brother Graham's Southern steam program after the NS merger and added both the N&W J 611 and 1218 to the fleet. What a treat to watch Mr. Claytor runnin' *his* engine.

An interesting approach was used to present Jim Boyd's "open flash" night photo session (in the rain). Each "pop" appears in slow motion with noticeable rise and decay of the flashbulb. Combined with the lightning, it is

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– VIDEO –

an impressive display, and the final image is a combination of three "frozen" video frames.

Berkshire put all of its crews to work on the side by side trip. The 765 with the string of brand new empty hoppers and the 1225 with an excursion consist departed Huntington 15 minutes apart for double-track country around Hurricane, W.Va. To say the least, the footage here is varied. Locomotive-mounted cameras on the engines, crews in 1225's cab and on the passenger train, and crews lineside present footage that I'm not sure has ever been available before this Convention. A camera on 1225's tender looks ahead essentially between the locomotives, at speed, with both sets of valve gear in view and in motion. Especially impressive are the views from 1225's cab into the 765's cab, at speed, and at one point CSX people in 765's cab are talking to people in 1225's cab, reminiscent of one of the early "Grey Poupon" TV commercials. During the side by side running as each locomotive takes turns being slightly ahead of the other, 765 is viewed from the passenger train and from lineside. After a hotbox detector caught a sticky brake on one of the hoppers, 1225 backed its train to side by side position again, and the two departed together. During the official runby at Hurricane, the start-up is shown while video crews on both overhead bridges and on the ground provide a seemingly continuous stretch of parallel running. Junxtaposed are bits from the locomotive-mounted cameras. If anything like this ever happened during the steam era, it certainly wasn't this well documented. After dropping the hoppers at St. Albans, a brief scene of the doubleheaded return completes the day.

Coverage of the Huntington-to-Hinton doubleheader through New River Gorge features morning runbys including the classic scene under the Virginian bridge at Deepwater and that popular stretch of pacing east of Charleston. A camera on 765's tender deck and a crew in the famous "lookout" above the River give the Hawk's Nest coverage a different twist (plus some creative graphics to explain how Tracks 1 and 2 are oriented in the Gorge). The rare mileage of crossing the New River on Track 2 is covered from 765's tender deck, and the 875-foot-high road bridge over New River is also viewed from there. The photo runby at Thurmond is presented, as is the Hinton runby before the night run back to Huntington. A tele-view of 1225 crossing the Ohio River Bridge on its delayed departure back to Michigan winds up the coverage.

Throughout this program the editing is well paced and the video quality is professional with generally good camera-work and creative compositions. The narration is a bit overdone, like a 1940s travelogue, with the "mighty locomotives blasting over the crossing" a few too many times, but the performances at this Convention were awesome. The natural discussion these days is to compare the 1991 event to the other NRHS-sponsored side by side of big steam, Roanoke '87. While that debate will likely continue until three main line locomotives operate abreast, 1991 was a Convention to remember — and this is a fine tape to remember it by. In addition, a donation will go to the Collis P. Huntington Chapter for each tape sold — M.D.

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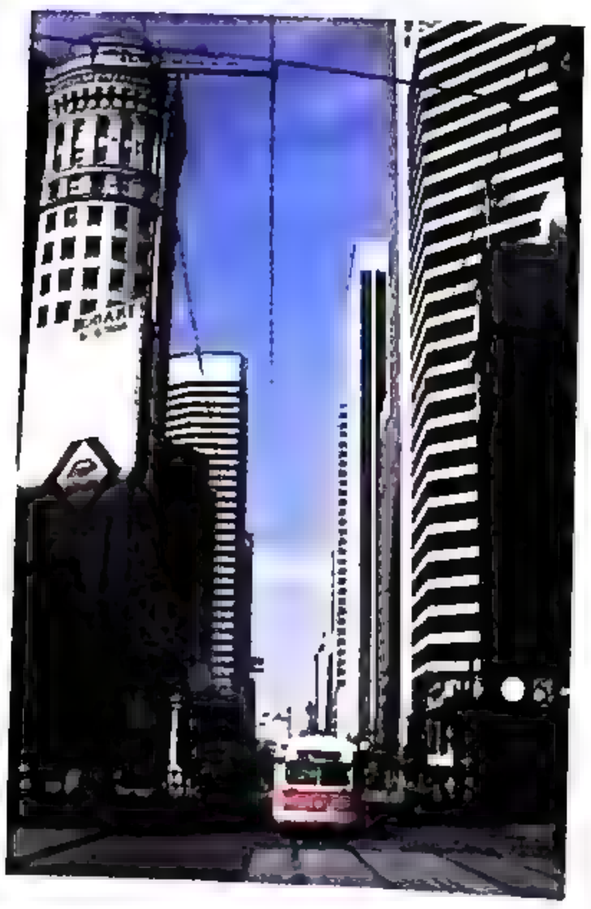

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Camera Bag

BY JIM BOYD

Rethinking Winter

Now I'm feeling guilty. I was eating dinner and thumbing through Greg McDonnell's new color book *Signatures In Steel* (an awesome pictorial of Canadian railroading from steam to diesel) and was struck by how many photos were of winter scenes — both with and without snow. There was a pair of MLWs tracing a branchline diamond in the snow. A D10 4-6-0 emerging from a weatherbeaten enginehouse surrounded by brown late-winter grass. Cowbeasts and RSC13s in a chilly fog on P.E.I. Lots of prairie snowscapes in low sun. And some slam-bang snowplow action.

Not exactly the "Fifth Season" grunge I was decrying at the beginning of this column last month.

Was I wrong about winter? How many memorable photos have I shot in snow or barren landscapes? My first encounter with the B&O in late November of 1967 was in just the kind of conditions that are outside my window right now. A lot of the photos from that month are among my all-time favorites. Do coal trains still drop down 17-Mile Grade with brake shoe smoke swirling up into the low, gray clouds? Does the low afternoon sun still light up the leafless trees in a golden glow at Salt Lick Curve? How about Tray Run Viaduct in the drizzly, foggy snowstorm that proved that my parka was not waterproof?

There were other times and places that produced images that linger in the memory above others. Does YorkRail look as interesting as a black Western Maryland Geep did with a crossbuck looming out of the snowless but naked landscape on the York branch? Would a Conrail wide-nose Dash-8 blast through the snow like a D&H C628 I once shot at Harriman on the old Erie? Or how about a back-to-back pair of Rock Island BL2s in the crystalline landscape following an ice storm?

On page 60 of this issue, George Melvin declares winter to be his favorite month for photography. Of course, when you live in Maine that's a helpful attitude to have.

Maybe winter isn't so bad after all. Maybe I ought to consider it a challenge instead of something merely to be endured until spring. Maybe nobody but me cares.

Unlike the rest of the year when you can usually at least get *something* in all kinds of weather, winter is capable of land-and-skyscapes that defy image making. A dreary overcast on a colorless world with flat light and dirty power is a nearly impossible combination. How many "throw aways" do I have stashed in those yellow boxes of grub-

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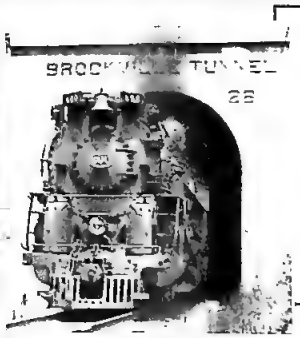

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But when winter works, it *works*! There is much to be said for that "low, winter sun" when it shows itself. And even without snow, the naked trees and golden brown vegetation can create almost surrealistic landscapes. Throw in a shiny and colorful unit, and you can have a winner. If the weather is marginal, concentrate on close-up images, like a weathered structure contrasting with the harsh, metal lines of a locomotive. Or a straggling bush or fencepost at lineside. Big vistas against gray skies are usually "forget it" stuff unless you can contrast it with a brilliant spot of headlight or a shiny, colorful unit.

Of course, snow is almost always a winner. It simplifies the landscape and provides a contrasting background for those naked trees and straggling bushes and shiny diesels in good light or bad. Bobby Hart's January '89 R&R cover is a case in point; here is a Conrail SD40 in less than perfect light kicking up its own cloud of snow on Horseshoe Curve. McDonnell's book is full of other examples, from a CPR FP7 on Stony Creek Bridge with overcast and snow to BCR units amid snow-laden pines and Soo Line F-units at twilight on an endless prairie snowscape.

The trick with winter photography is to really know your exposure meter. A light meter thinks everything is medium gray. If you point it at white snow, it will underexpose everything because snow is not medium gray. Judging exposures in snow takes some thought and practice. Take your light reading off the trees or your jacket or a boxcar or a building side — but don't read directly off the snow. And remember that snow does not make the direct sun any brighter, it just provides more reflective surroundings. In fact, the winter sun is less intense most of the day than a summer sun, but the leafless landscape is usually more reflective (if less colorful) than summer foliage. Winter photography requires a little more attention to

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driving the camera.

When the sun is out and the snow is clean, the typical normal lens trackside wedge shot is just as predictable as its summer counterpart. But winter is often enhanced by a more creative use of lenses. A wide angle to accent that scraggy brush in the foreground and cloud-streaked sky overhead or a tele to mash machine and swirling nature into one explosive frame. Use the lights and darks and play them against each other. Go for back-lighting, which works particularly well with low light and a snowscape. Short days mean long nights, and a tripod and flashgun can work that darkness to your advantage.

As in my encounter with McDonnell's *Signatures In Steel*, look to books and magazines for inspiration on winter photography. It is easy to cop out like I did last month and just hibernate when the days grow short and the sky turns gray.

Okay, bring on the winter. I'm psyched.

And if Kelly, in his four-wheel drive Blazer, Eddie Bauer parka and Sorel boots mink-oiled to 40-below, gets smug and says, "That's what I've been telling you all along," I'm gonna stuff a snowball in his camera bag.

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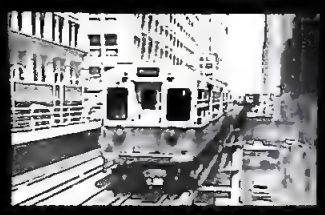

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Transit Currents

Baltimore's

By the time you read this, it may be possible to watch the new trolleys in Baltimore actually operating in limited revenue service. Walter Cherivtch and Marion J. Zych sent news about the first operations of Baltimore's new trolleys. The first one was delivered and underwent testing in August and September 1991; as of late September it was plying the area between North Avenue and Woodberry in the Jones Falls Valley.

The new articulated cars are 95 feet long and were built by ABB (ASEA Brown Boveri). The motors were made in Finland, and the computer that operates the car was built in Sweden. Construction of the line is moving along at a fast pace, with work being carried out in late September at Howard and Read Streets and at Dolphin Street and Mount Royal Avenue. In November, the car is to be pushed or pulled along Howard Street to test for clearances. The section of the Central Light Rail line from Mount Royal Avenue to Camden Station runs in the city streets in Baltimore's downtown. The major portion of the north end of the line runs along the old Northern Central Railroad (which became part of the erstwhile Pennsylvania Railroad). To the south of downtown Baltimore, the light rail line will follow the Baltimore & Annapolis Railroad right-of-way. The facilities that serve the cars have been constructed at the site of a former fruit and produce yard located just south of Druid Hill Park and the 28th Street bridge.

Tri-Rail: Selling Destinations

Selling destinations is a good idea in the transit business. Getting people to go to visit museums, baseball games or special events using transit has been popular for decades and is a good way of showing transit in a favorable light and thus adding riders to a system.

The Tri-Rail commuter rail service that links West Palm Beach with Miami is promoting tours to special places. One trip is to the Metro Zoo in Miami, which is a fine attraction. Another trip is a guided tour of Worth Avenue in West Palm Beach. The railroad also features an historic river tour in Fort Lauderdale. The package for all these tours includes the fare and bus connections and other services necessary.

The city of Miami and its metropolitan area is experiencing enormous growth, and there is no surer sign of it than commuter rail service. After a rough start, the Tri-Rail agency is doing well and working hard to chase down more riders and to make its service more convenient. Thanks to Mitchell Green for the news.

Buffalo: The Tonawanda Trolley

The Niagara Frontier Transit Authority in Buffalo has long-range plans to extend its light rail line north into Amherst as well as extend into the Tonawandas. A consultant's report in the summer of 1991 painted an optimistic picture for trolley service to the Tonawandas but presented a gloomier view of the Amherst extension, which would be in a subway. The planners figure that constructing a line into Amherst and the state university campus there would cost over $380 million in 1991 dollars with a healthy jump to over $500 million in post-year-2000 dollars. About 19,000 riders a day would be expected, which would include 15,000 students of the State University of New York at Buffalo. However, the Urban Mass Transportation Administration does not think that ridership figure is high enough to justify the expense.

If the big bucks of the Amherst extension are discouraging, the consultants figure a trolley line to the Tonawandas could be completed for about $30 million. The NFTA has already purchased twelve vintage PCC cars from Cleveland's Regional Transportation Authority in 1990. The idea would be to have the refurbished cars loop around the present LaSalle subway station and then on to stations at Merrimac, Kenilworth, Lincoln Park, Ellwood Park, Sheridan West, Brighton, Embassy Square, Cranbrook, Ives Pond and Tonawanda East. The Tonawanda extension would be about 5.3 miles long, and it would be possible to provide a service using the PCCs on an approximate five-minute headway. The NFTA already owns the former Erie Railroad tracks that could be used to make the connection. Thanks to David L. Tocke for his kindness in sending the news.

R-110 Test Trains

The New York City Transit Authority has accepted bids from Bombardier and Kawasaki for two R-110 test trains. One of these trains will be built by Bombardier to the standards and loading gauge of the BMT-IND lines. Bombardier began its construction work on the trains on March 25, 1991. Kawasaki received a contract for the IRT train. It is expected that both trains will arrive at NYCTA for testing by mid-1992. According to the plan, each train will be exposed to 14 months of reliability testing in

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

New Trolley

revenue service. Based on the performance, a final specification will be developed for the new trains that will be ordered by NYCTA beginning in 1997.

The Bombardier-built BMT-IND cars will each be 67 feet, 3.5 inches long and will be permanently coupled in three-car sets of two motor cars with a trailer sandwiched in between. The new IRT cars will be 51 feet, one-half-inch long; these will be permanently coupled in five-car sets. A configuration of A-B-C-B-A will be used. There will motors on both trucks of the A cars; the B and C cars will have only one motored truck.

NYCTA hopes that the new trains will incorporate the very latest technology. Much of this will come from abroad. The expectation is the cars will have regenerative braking to help save cost of energy. The IRT cars will have 64-inch-wide doors in the hope of cutting down the dwell time at stations. Thanks to the *New York Division Bulletin*, Electric Railroaders Association (P.O. Box 3001, New York, NY 10008).

BART Builds

Dirt began to fly in BART land in late September 1991. The Bay Area Rapid Transit District began its long-hoped-for expansion further out into the suburban areas surrounding San Francisco and Oakland.

A number of extensions are scheduled for construction starting in September 1991. Completion will come in about six years. The 7.8-mile West Pittsburg line is expected to cost $506 million and will extend from the present Concord station through the North Concord-Martinez station to West Pittsburg. By the year 2005 it is expected to handle about 12,000 passenger trips a day.

The extension from Bayfair station on the line south along the East Bay will extend to Dublin, a distance of about twelve miles. The cost is estimated to be $514 million, and planners expect the line to be moving about 24,500 people by 2005. Stations served will include Castro Valley and East Dublin-Pleasanton.

The 7.1-mile extension to San Francisco International Airport is expected to be moving 33,000 additional trips a day by the year 2005. It is to get under way in 1991 and has a price tag of $1 billion. Heavy bucks have to be spent on the entry of the rail line directly into the airport.

Late 1993 is the expected start-up time for the 5.4-mile Warm Spring extension. This will cost between $525 million and $780 million, and about 15,000 riders a day are forecasted to use the line by 2005. The extension begins at the present Fremont station. There is some question as to whether that extension into Santa Clara County should continue to be typical heavy rail BART or should, perhaps, be a light rail extension. A light rail line could link directly into the Santa Clara County light rail system now in operation and ready to expand.

These are the first major extensions to BART in a number of years and more ex-

MARION J. ZYCH

THE FIRST of Baltimore's new ASEA-Brown Boveri articulated light rail vehicles is shown undergoing testing on September 27 near the new maintenance facility south of Druid Hill Park.

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pansion is expected after the turn of the century. For example, it's expected that the line to Dublin will be extended further east to Livermore when funds become available. Thanks to Tom McGarry for the news.

Boston Commuter News

Jason Pujo is a junior at Boston University and a regular traveler to school on the MBA commuter rail lines. He has a number of comments and a bit of information that would be of interest to readers. The nine F40s ordered by the MBTA from Morrison-Knudsen are designated as F40PHN-2Cs. The first four of these new locomotives arrived in mid-summer and are operating out of North Station. The new F40s are intended to replace the last four remaining FP10s, which are ex-GM&O F3s. Only one of these, however, has been pulled from service; 1110 was withdrawn on August 2 when its head-end power generator conked out. Numbers 1113, 1151 and 1152 are still in service, and Jason says they are in very good condition.

He also notes that none of the FP10s has been sold, nor has anyone bought any of the many Budd RDCs or RDCs that were rebuilt into coaches.

The first four Kawasaki-built bi-level coaches are in regular revenue service, and he noted that a second delivery of the new cars began toward the end of July. Forty cars were expected to be on the property by Labor Day. These cars were built with the heating, ventilation and air conditioning systems on the roof. When one of these coaches is next to the locomotive and the train is headed out with the locomotive leading, the exhaust is sucked right into the coach.

The work on the new North Station, which combines North Station and the Boston Garden complex, is will under way, but Mr. Pujo says it will be a few years yet before the facility is completed. The new Boston Garden is being built directly behind the old one, and when it is finished the tracks at North Station will be extended so that the trains will actually be inside the first floor of the station. Thanks again to Jason Pujo for the news.

Council Crest Car 503

Portland's famous Council Crest car 503 has been undergoing some rehabilitation. It was stripped and given a fresh coat of paint for its participation in the dedication of the new vintage trolley stop at the Lloyd Center Red Lion Hotel on June 26, 1991. It also headed a parade commemorating the 100th anniversary of the merging of Albina, East Portland and Portland into the City of Portland. While it was in Portland, 503 was stowed in the vintage trolley carbarn, which is just across from the Oregon Convention Center on Lloyd Avenue.

All of this came from a most interesting publication called the *Northwest Electric Railway Review*, published by the Oregon Electric Railway Historical Society, Office of the Secretary/Editor, 1836 N. Emerson, Portland, OR 97217-3855.

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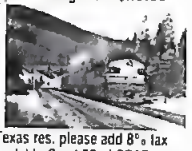

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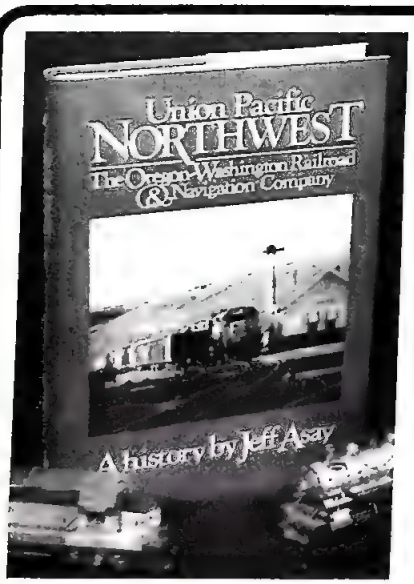

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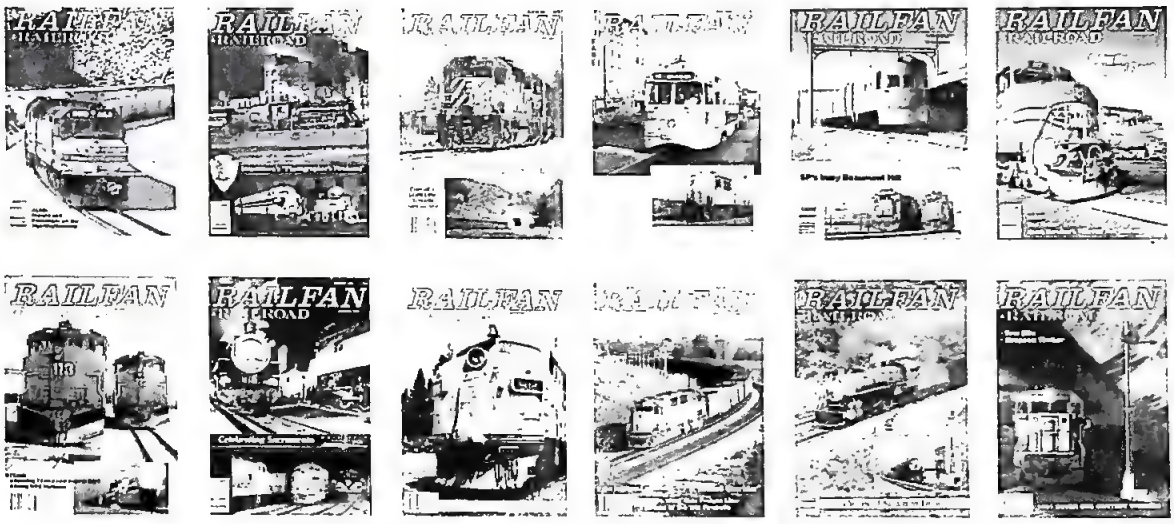

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NATIONAL RAILWAY HISTORICAL SOCIETY
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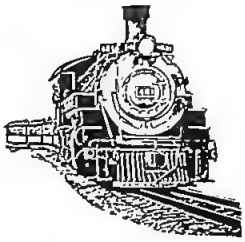

1992
WINTER RAILS SCANDINAVIA
February 8-18
Enjoy the winter beauty of Norway and Denmark by first class rail. Bergen, three nights in a mountain resort on the Bergen and Flam lines, Finse, Oslo, Copenhagen, Odense and DSB Car Ferry service to be replaced by tunnel. Bergen to Copenhagen or continue on Swiss trip.

WINTER RAILS SWITZERLAND
February 18-28
An in-depth study of the Swiss narrow gauge lines at mid-winter. Four nights in Brig, five nights in Chur. MOB Panoramic Express route, Glacier Express, special equipment on RhB System, Davos, Schol, Berninia, St. Moritz, salon car charters and more.

ENGLISH RAILS IN SPRING
April 14-27
Relaxing visit to England staying in York and London. York Museum, Settle-Carlisle scenic line, Blackpool, North York Moors Ry, Severn Valley Ry, RH&D, visit to Chunnel display site, Isle of Wight. Free time in London.

ELECTRIC RAILS PORTUGAL & SPAIN
April 27-May 9
Ride Lisbon street cars with 1906-14 Brill builts and look-alikes before the start of modernization. Visit Porto where trams are on borrowed time. Spanish narrow guage electric system (FEVE) from Coruna to Ovieda, Bilbau and San Sabastian. Standard guage to Barcelona for visit to their extensive electric systems.

SCANDINAVIAN RAILS
June 14-July 2
We will revive our classic first class rail and water excursion to the Arctic Circle. Fly to Copenhagen, ride Danish rail-ferry system. Continue to Stockholm, Silja Line ship to Helsinki, Finnish lake country, cross, Arctic Circle, Narvik, Bodo, Trondheim, Oslo, Flam and Bergen.

1992 NRHS SAN JOSE CONVENTION
Post-Convention Tour
Plan now to attend the annual NRHS Convention, July 22-26 in San Jose. We will operate a post convention program to include Reno, Nevada Northern at Ely, Amtrak via Moffat Route, Denver and optional Colorado Circle covering the narrow gauge systems.

For complete details, contact:
Overland Chapter, N.R.H.S.
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ERIE STEAM!

PHOTO: JOHN BRIGGS

Mark I Video is proud to present this comprehensive collection of Erie steam power in action! Comprised of extremely rare film footage from the recently-rediscovered Ted Gay Collection, this two-volume set covers both mainline and commuter activities on the eastern end of the railroad.

VOLUME I offers a fascinating look at Jersey City Terminal in steam, and includes a survey of the various classes of Pacifics used in commuter and long-distance service. You'll witness rush hour at the terminal, visit the NJ&NY and Greenwood Lake lines, and even view Erie steam pulling Susquehanna trains!

VOLUME II opens with more coverage of Jersey City Terminal, featuring film shot by Erie expert Bob Collins! Next, climb aboard the cab of the *Erie Limited* for a ride down the mainline with trackside action at such locations as Ridgewood Junction, Collins' Curve, Suffern, Black Rock Cut, Port Jervis, and Mill Rift. You'll view the famous Erie Berkshires and a variety of other power, including K5 Pacifics, 2-8-2s, and 2-10-2s! Other highlights include an M&U 4-4-0 and O&W diesel power at Middletown, and triple-headed pushers at Forest City.

Each volume runs 45 minutes, includes b/w and color archival film, maps, and our famous synchronized sound. Written and produced by Marc S. Balkin, narrated by Tom Moran.
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MARK I VIDEO

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METRA F40PHM-2 185 Chicago's Metra commuter railroad got the first of 30 F40PHM-2s from EMD during October 1991. These units feature a new "nose-less" carbody design (page 69) similar to F69PHs 450 and 451 delivered to Amtrak last year. With 2200 h.p. for traction, the new "F40s" have a 16-cylinder Model 645 prime mover which also powers the HEP alternator. These Metra units were purchased to replace Burlington Northern's E-unit fleet, but a contract despute with the BN has caused the units to enter service on the former-Rock Island lines, for now.

In other news, EMD is building 17 F59PHs for Los Angeles County for delivery later in 1992. Using a 12-cylinder Model 710 prime mover, the paint scheme and road numbers have yet to be chosen. Also, the first two heavy-haul a.c. traction SD60MACs for BN are nearing completion, and they may already be en route to the AAR test facility in Pueblo, Colorado. The units will be numbered 9500 and 9501 and at BN's request painted in standard BN colors with the heralds on the long hood of BN, Electro-Motive and Siemens, the partners in a.c. traction development (rather than the new demo livery shown on page 90 of the November '91 R&R). Two additional SD60MACs will be built in London, Ontario, for third-quarter 1992 delivery.

SANTA FE 4-8-4 3751 A last-minute snag in insurance arrangements prevented the fully-restored Santa Fe 4-8-4 3751 from making several main line trips which had been set for mid-November. She was scheduled to do break-in runs on the Santa Fe Pasadena Subdivision near Fontana, California, November 13 and 14, and then a weekend circle trip to Los Angeles that would involve a November 15 run on the San Bernardino Sub from San Bernardino west to Hobart Yard via Fullerton, display at Hobart for an AT&SF company function on the 16th and return east to Fontana on the 17th via Pasadena. Delays canceled the Fontana area break-in runs, and late on the 14th, word came from Santa Fe's lawyers in Illinois that the $20-million liability coverage arranged for the engine didn't include specific FELA coverage, which was unattainable on short notice (contrary to other published reports, lack of money was not the problem). Unable to make the L.A. run, the 3751 was kept hot during November 15-17 and worked back and forth with three cars on the Kaiser Steel property adjacent to the warehouse (now owned by California Steel) where she was restored. If the insurance can be squared away, at press time the SBRHS is hoping to make the break-in run to L.A. during the second week of December, which will determine whether or not to go ahead with the long-awaited passenger excursion to Bakersfield during December 27-30.

BEACON FALLS, CONNECTICUT On October 25, New Haven-schemed ConnDot FL9 2023, leading Train 1910, broke through a banner to dedicate Connecticut's new Beacon Falls station. It was the first passenger train to stop there since 1949. The station itself is little more than a boarding platform with bus stop-style bench shelter, but provides much-needed service to commuters living south of Waterbury on the line to Bridgeport.

IN CHATTANOOGA Twenty five years after 2-8-2 4501 hauled the first Southern Railway steam trip out of Chattanooga, Norfolk Southern celebrated over the November 1-3 weekend by assembling there the three members of the 1991 steam team: N&W Class J 4-8-4 611, Class A 2-6-6-4 1218 and Southern 2-8-2 4501. In addition, former Southern program 2-8-0 630 and Army 2-8-0 610 and cosmetically restored Central of Georgia 4-4-0 349 were gathered at the nearby Tennessee Valley Railroad Museum. On Friday evening TVRM held a night photo session with the 4501, 630, 610 and 349 lined up around the Museum turntable.

The weekend was a festival of steam with an inbound excursion from Atlanta behind 611 on Saturday morning while 4501 simultaneously hauled the already-in-attendance folks on round trips between Chattanooga and Hollywood, Tennessee. The Saturday evening banquet featured both Graham and Bob Claytor as speakers, each proclaiming that next quarter-century of steam in American would be be more spectacular than the previous.

The Sunday triple-header of 4501, 611 and 1218 ran flawlessly to Ooltewah where the the excursion train was split; 611/1218 took the returning riders to Atlanta, and the 4501 continued on to Cleveland, Tenn., before returning to Chattanooga. Those at the morning triple header photo stop were treated to Graham Claytor and former-SR steam master mechanic Bill Purdie shooing off an errant carman in enthusiastic railfan fashion.

At this Chattanooga celebration, NS management showed that it is indeed proud and supportive of the steam program. With the 1991 season complete and the Class J back on the road, the 1218 can now catch up on some shop time — JOHN CRAFT.

SUPER-DUPER FLEETS Santa Fe is placing an order for 67 Dash 8-40CWs and 23 more Dash 8-40BWs, all to be painted in the red and silver Super Fleet scheme. The "CWs" will mark the first time Santa Fe has chosen the six-axle version of GE's modern wide-nose super cab units. Initial plans to order cabless versions of the Dash 8-40BWs (similar to the GP60B boosters Santa Fe received from EMD in mid-1991) were canceled after GE determined the cost to modify production for a handful of cabless models would be about equal to the cost of installing the cabs anyway. The 23 BWs will follow the 500-series numbering of the existing Super Fleet Dash 8-40BWs. The CWs are tentatively slated for a new 800 series, with even numbered units being equipped with pacesetter speed control for coal loading. These units are meant to help Santa Fe in the recently contracted shipment of two million tons of Wisconsin Electric coal from its York Canyon mine in New Mexico to Chicago (and from there to the Milwaukee area on C&NW) beginning in summer 1992.

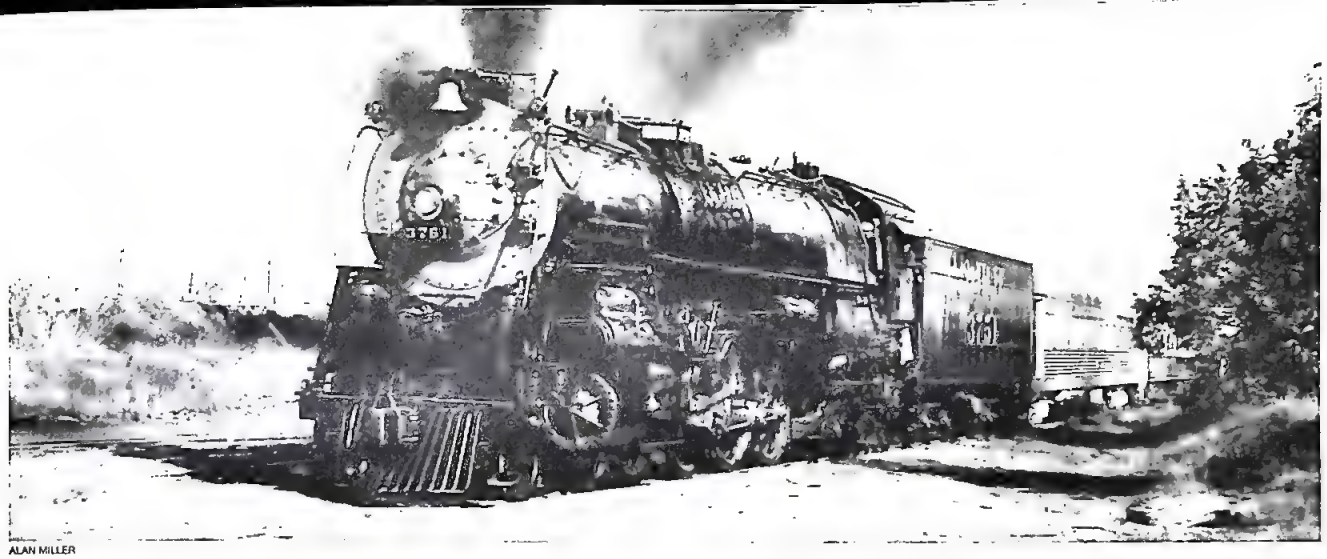
FOUR NICKEL PLATE GP30s As part of the Nickel Plate Road Historical & Technical Society's 25th anniversary convention in Bellevue, Ohio, during September 27-29, 1991, Norfolk Southern arranged to have four ex-NKP GP30s (2901, 2902, 2905 and 2905) on display at the Bellevue roundhouse facility (page 4). None were running, but the gesture was highly appreciated since NKP's ten GP30s (NKP Nos. 900-909) were the railroad's main entry into the era of second-generation hood units. They were renumbered with a prefix "2" after the N&W merger in October 1964.

There are reports that NS is considering the restoration of an NKP GP30 with stripes and road name for the Mad River & NKP Railroad Museum, which already has a considerable amount of NKP equipment on display, from streamlined Pullman-Standard coach 105 to an RSD12. During the NKPRH&TS convention, the mayor of Bellevue dedicated a new sign reading NICKEL PLATE ROAD for the street alongside the museum — TONY KOESTER.

EX-B&O GP30 6944 The star attraction on fall foliage trips out of Parkersburg, West Virginia, in late October was CSX GP30M 4253, originally B&O GP30 6944. One of only three CSX GP30Ms still in B&O blue paint, the unit had been partially repainted by the Affiliation for Baltimore & Ohio System Historical Research in September 1991 for the group's annual convention. That partial restoration included painting of the low hood, reapplication of the B&O "sunburst" emblem and a conversion of the solid yellow frame stripe to the original narrow configuration. CSX officials were so pleased with the outcome of the AB&OSHR repainting that they ordered the unique unit into Parkersburg to head up the October fall foliage specials.

The Collis P. Huntington Chapter NRHS had scheduled Huntington-Parkersburg trips for Saturday, October 26. After the train's arrival at Parkersburg behind two freshly painted CSX GP40s, the sunburst GP30 was added as the lead unit (page 4) for a round trip to Brooklyn Junction (New Martinsville). On Sunday October 27, CSX operated the same train, in pull-pull style with wide-nose Dash 8-40CW 7735 on the opposite end, from Parkersburg to near Ravenswood for CSX personnel and their families. After returning to Parkersburg, the GP30M and Dash 8-40CW were removed and the GP40s led the train back to Huntington.

When CSX chose to use the GP30M for the Parkersburg area sidetrip, AB&OSHR members did additional paint work on the 4253 to make it look as good as possible. The nose and cab sides were repainted, with original B&O-style roman numbers applied beneath the cab window. Also, an original B&O capitol dome emblem casting, supplied through a local CSX employee's collection,



ALAN MILLER

SANTA FE 4-8-4 3751 was ready for a run to L.A. on November 15, but an insurance snafu confined her to Fontana's Kaiser Steel plant.

ROBERT A. LeMAY

BEACON FALLS, CONNECTICUT, dedicated its new passenger station on October 25 with the arrival of NH-schemed ConnDot FL9 2023 (**left**).

IN CHATTANOOGA on November 3, Norfolk Southern's big 25th anniversary steam triple-header rolled east behind Southern 2-8-2 4501 and N&W 4-8-4 611 and 2-6-6-4 1218 (**below**).

STEVE FREER

was attached to the nose. These emblems are rare because they were specially cast to fit the contour of the GP30 nose. Most were replaced with decal versions — JOHN G. KING.

EX-OC&E RS12 207 Nicolet Badger Northern recently acquired ex-Oregon, California & Eastern RS12 207 from the Escanaba & Lake Superior. The Baldwin diesel is expected to supplement the NBNR's NW2 62 in freight and passenger service. It was seen leading the regular excursion trains out of Laona, Wisconsin, in late September (page 4).

KEOKUK JUNCTION RAILWAY Chicago & Illinois Midland RS1325 30 went on loan to the Keokuk Junction Railway during October to fill in while KJRY's ex-C&NW Cummins/Kato re-engined GP7 254 entered the shop for repairs. The RS1325 then often worked with KJRY's other Cummins GP7, 253 (page 4). C&IM 30 and 31 are the only two RS1325s EMD ever built. The twelve-cylinder, 1325-h.p. units on Flexi-Coil road trucks look like the "half-breeds" they were meant to be, a cross between a Geep and a yard switcher. C&IM bought the unique pair in 1960.

COTTON BELT 4-8-4 819 During October 18-20, Cotton Belt 4-8-4 819 powered another trip between Pine Bluff, Arkansas, and Tyler, Texas. The Cotton Belt Railroad Historical Society sponsored the "*Cotton Belt Star*" special as part of Tyler's annual Rose Festival. In addition to fresh Imron paint, the 819 wore a new graphite smokebox (page 74). She made an extended stop en route at Pittsburg, Texas, on the 18th for the opening of the new railroad museum housed in Pittsburg's old SSW depot.

BOKÉ TRADING COMPANY Morrison-Knudsen has sold one of its MPI Leasing SD40-2s, 9021, to Boké Trading Company of Guinea, Africa. On October 5, it was seen outside M-K's Mountain Top, Pennsylvania, plant in its new owner's paint (page 4) await-

4X5 EKTACHROME DAN KASPER

WHEELING & LAKE ERIE ran fall foliage trips out of Pittsburgh on former W&LE and P&WV trackage during October. On October 13, two GP35s led one of the trips over Mingo Creek Trestle near Finleyville, Penn.

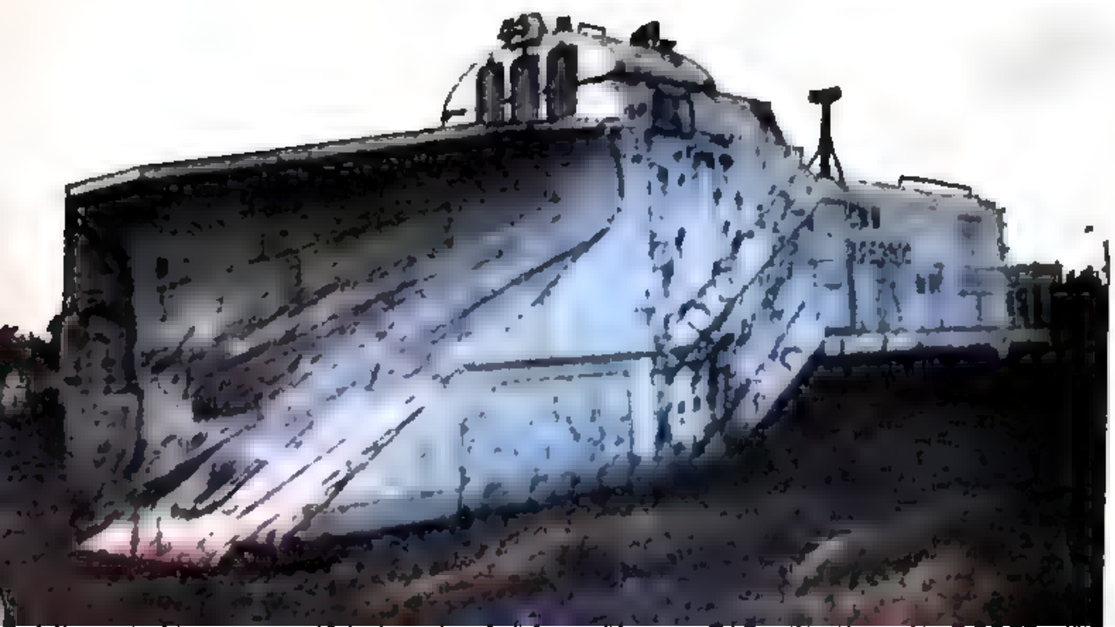
FUJICHROME TIM WILSON

EX-VIA FPA4 6780 rounded Helmstetters Curve during its first run on the Western Maryland Scenic on November 9. It will get the same WM fireball treatment as trailing FPA4 305 (ex-VIA 6771).

KODACOLOR PRINT C GENDRON

"MOVIE MAKE-UP" for filming saw New Haven paint worn by CN SW1200RS 1387 at Toronto on September 21 and Metro-North E10B 402 at North White Plains, N.Y., **(above right)** November 7. Southern FP7 6133 **(right)** was lettered LIRR at Spencer, N.C., October 13.

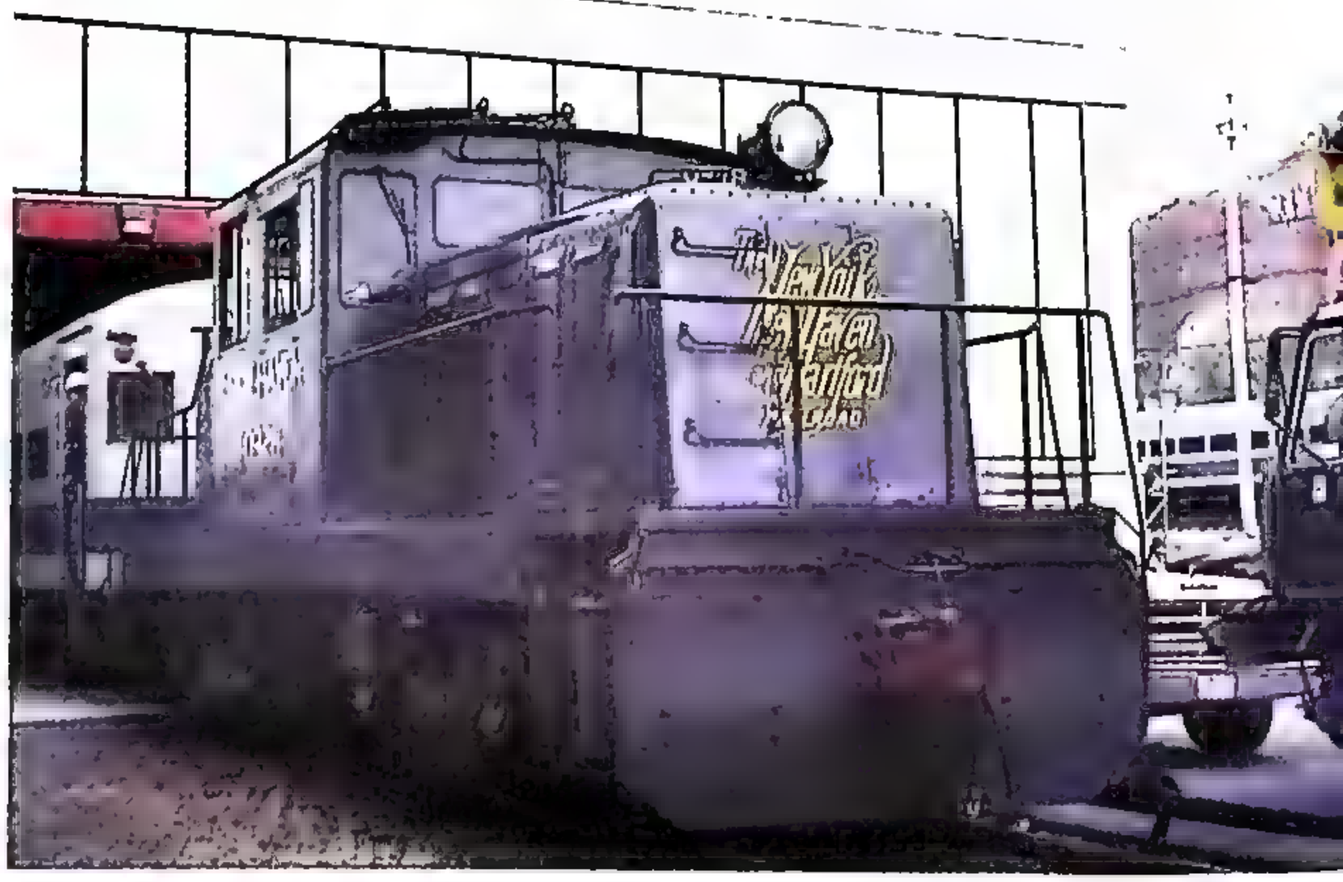
KODACHROME DAVID BRIGGS



EKTACHROME 400 BOB LEVERKNIGHT

READING 4-8-4 2100 was led out of Hagerstown, Maryland, by W&LE SD45s on November 11 and moved west to Brewster, Ohio, where it may be used soon on W&LE steam excursions. With her main rods removed, the 2100 was rolled under full boiler pressure to maintain lubrication.

KODACHROME RICK GLADULICH



KODACHROME JIM WINN

MAJOR KITBASHING is evident with C&NW snowplow X263000 MWK **(left)**, seen at Boone, Iowa, on September 29. It's really C&NW RSD5 1684, minus short hood, prime mover and traction motors. Behind the plow is 1684's raised, modified cab.

ing pick-up by Conrail for forwarding to the port of Wilmington, North Carolina. Formerly UP SD40 3078, the 9021 was among more than 20 units (mostly SP SD45s) which M-K rebuilt to Dash-2 standards for MPI Leasing. For Boké Trading, M-K installed dual control stands and replaced the cab heaters with cooling fans for the warmer African climate.

EX-C&O GP7 5833 The Hocking Valley Scenic Railway, which operates former C&O (ex-Hocking Valley) trackage out of Nelsonville, Ohio, has repainted its ex-C&O GP7 5833 into authentic C&O "Enchantment Blue" with yellow lettering, a scheme nearly identical to its as-delivered 1952 paint. The unit was purchased from Chessie System in 1986 and had been in service on the Ohio excursion line wearing red oxide primer. A full external restoration has been completed and paint applied to exacting standards with help from the C&O Historical Society. Still to be completed are the cab interior and original style number boards. The 5833 made its debut on excursions during the weekend of October 12-13, 1991 (page 4). It's scheduled for use on the Santa Claus trips in December. The similarly-adorned Indiana & Ohio 62 (ex-C&O 6018) has since been repainted — DWIGHT JONES.

FRISCO 4-8-2 1522 On the weekend of October 26-27, Frisco 4-8-2 1522 was successfully operated after conversion of the pilot truck to roller bearings (page 74). The 1522 had been plagued with pilot truck bearing troubles since the October 1990 aborted ferry move to St. Paul, Minn., when the engine was taken to BN's Galesburg, Ill., shops. After rebuilding the truck and its friction bearings, 1522 returned to St. Louis without incident. The problem reoccurred on the next outing, however, and the truck was again dismantled. The decision was made to convert it to roller bearings. With the conversion completed, BN permitted 1522 to run on the old Frisco over Kirkwood Hill to the Valley Park wye with 13 cars on Saturday, October 26, followed on Sunday by a 120-mile run to Newburg, Mo., (Bundy Junction) with 20 cars (roughly 1000 tons) nearly duplicating 1522's trip during the 1990 NRHS Convention, including Rolla Hill. Even running at track speed of 55 m.p.h., the locomotive performed flawlessly and, according to the 1522's state-of-the-art temperature sensing system, that pilot truck "ran cooler than the frame."

WHEELING & LAKE ERIE On October 12, 13 and 19, the Pittsburgh Transportation Museum Society and the Pittsburgh Chapter NRHS sponsored fall foliage fantrips out of their home city on former Wheeling & Lake Erie and Pittsburgh & West Virginia trackage. Pulled by two of the "new" W&LE's leased NS GP35s, riders were treated to tunnels and trestles in mountainous country on routes that hadn't seen public excursions since the early 1970s. The October 12 trip ran Pittsburgh-Brewster while the 13th and 19th trips ran Pittsburgh-Connellsville.

EX-VIA FPA4 6780 A second Western Maryland fireball FA will soon exist. On November 2, 1991, VIA FPA4 6780 arrived at the Western Maryland Scenic Railroad in Cumberland, Maryland. After a few minor repairs, the vintage cab-unit was fired up and it made its first excursion run on November 9 (**opposite**). It will be given the Western Maryland fireball freight livery and the road number 300 to match sister FPA4 305, former-VIA 6771. Including RS3 199 and RSD5 1689, there are now four Alcos in Cumberland for the excursion. With the estimated arrival of the new Chinese SY-Class 2-8-2 to be later in the spring of 1992, the Alcos will at least start the '92 season while the steam locomotive is brought online, although, Alco owners Sheridan Rail are considering returning the RSD5 to the Midwest.

GREAT SMOKY MOUNTAIN A steam locomotive has been acquired by the Great Smoky Mountains Railway, the 67-mile short line which has been operating diesel-powered excursions on the ex-Southern Murphy Branch out of Dillsboro, North Carolina. Baldwin 2-8-0 1702, built for the U.S. Army in 1942, was delivered to GSMRy in September, and after some mechanical work, was fired up for a shake-down run on November 1 (page 74). Railway officials were quite pleased with its performance and expect to have 1702 running regularly by spring 1992.

The 2-8-0 was previously owned by the Fremont & Elkhorn Valley tourist line in Fremont, Nebraska, but the 1702 is best known for its days on the Reader Railroad in Arkansas during the 1960s and '70s — ALEX MAYES.

FORT WORTH & WESTERN Nearly operational as of early November 1991, SP 4-6-0 2248 (page 74) should be pulling freight on the Fort Worth & Western by spring 1992, and it will enter excursion service once the tourist season begins. Plans are to run from the Eighth Avenue Yard to the old Fort Worth stockyard, a national historic district. Future operations may include mor destinations in Fort Worth, a run to Dallas and a dinner train.

Built by Cooke in 1896, the 2248 was saved from the scraper in 1926 when SP outfitted her as power for fire-fighting trains. After pulling a variety of company specials during the 1950s, 2248 spent more than a decade on the scrap heap before the Texas State Railroad bought her in 1974. Rebuilt as TSR 200, the 4-6-0 helped tick off that line's business in the mid-1970s, and 2248 was out of service on the TSR before being sold.

Other FWWR steam locomotives include SP 2-6-0 1744 on Utah's Heber Creeper Railroad, Rock Island 4-6-2 938 (Alco 10, 72" drivers) from a park in Enid, Oklahoma, and Santa Fe 4-2 3417 (Baldwin 1919, 79" drivers) still in Cleburne, Texas. All locomotives are kept at the Eighth Avenue yards, except 3417, and sole diesel locomotive is CF7 2569, complete with a purple paint and bold white FW&W herald.

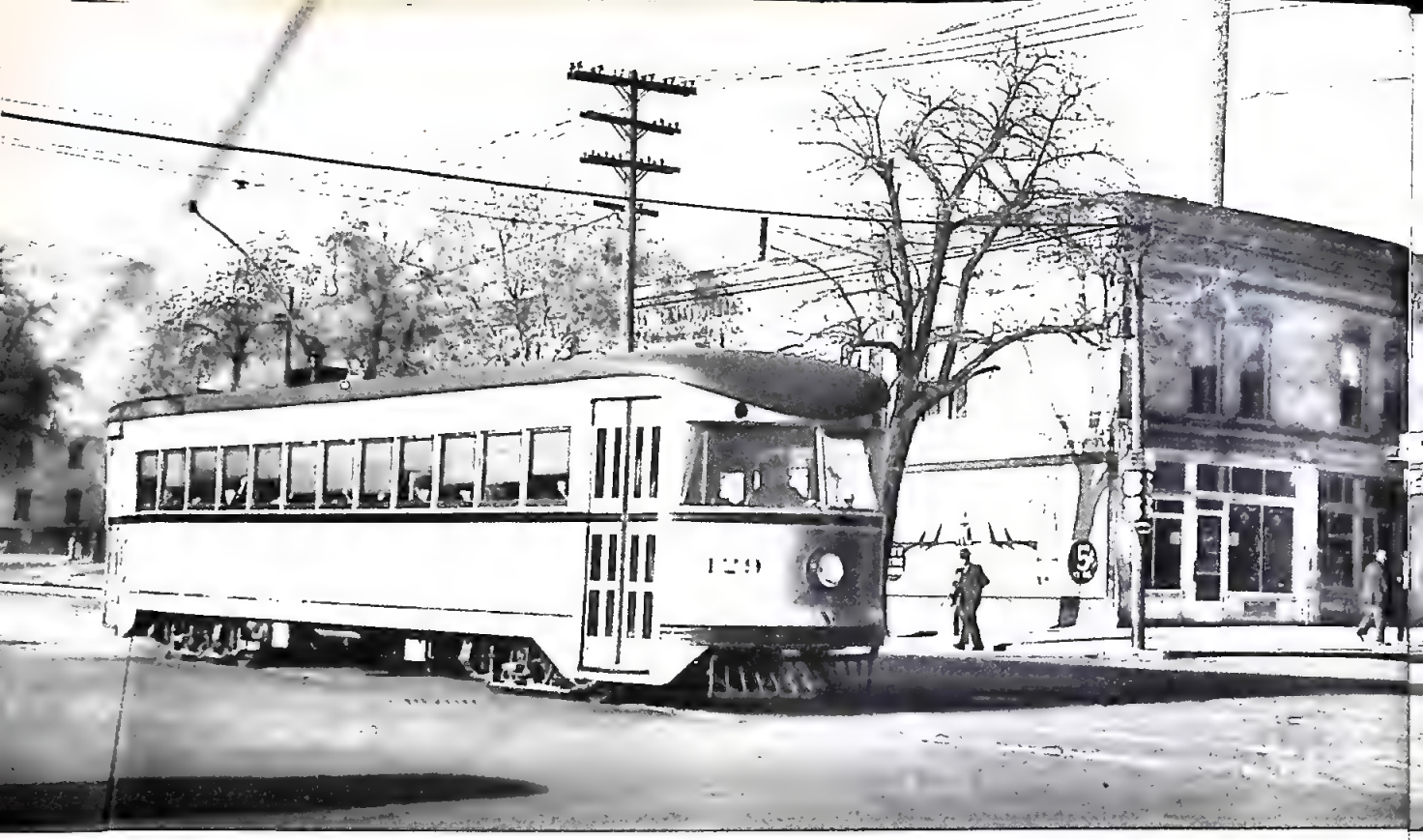
The Fort Worth & Western has operated on 6.5 miles of former BN trackage in Fort Worth since October 1988. It and 1.25-mile sister short line Fort Worth & Dallas are subsidiaries of the Taranla Corporation.

READING 4-8-4 2100 After two years in storage, Reading T1 8-4 2100 finally left the Hagerstown area on November 11, 1991, for its new home in Brewster, Ohio, on the new regional Wheeling & Lake Erie Railroad. With the main and eccentric rods removed and the boiler at full pressure, 2100 was hauled in a W&LE train over Sand Patch grade to Connellsville and then to Pittsburgh, Pa. where the rods were re-attached, enabling 2100 to travel to Brewster under its own power. After some fine tuning and break-in runs 2100-caretaker Bill Benson and the W&LE are hoping to run excursions in the Brewster and Pittsburgh area during 1992. For future information contact: Right-of-Way Industries Steam Trips, P.O. Box 13036, Akron, OH 44334.

"MOVIE MAKE-UP" Three movie projects recently have resulted in temporary repaints of equipment. Director Spike Lee got Metro-North to repaint E10B electric 402 to represent New Haven 0328 for his controversial film about Malcolm X, a leader in the Black Muslim movement of the 1950s and '60s. Filming occurred during November 1991 primarily at 125th Street in Manhattan (Harlem) and on the Valley Railroad in Essex, Conn. The Valley Railroad supplied three CNJ coaches and former-New Haven heavyweights *Great Republic* and *Wallingford* for the urban filming. MNCR's three E10B electrics 401-403 were built by GE in 1952 as Niagara Junction 14, 16 and 17, briefly known as Conrail 4750, 4752 and 4753 before being conveyed to MNCR. These B-B electric locomotives perform switching at Grand Central and at Harmon Shops, and the "movie motor" has already been repainted to the MNCR red, silver and blue paint scheme.

The New Haven was again represented on one si
National SW1200RS 1387 for the Disney movie "Us
ring Julie Bates and Jessica Tandy due for 1992 release
CN's Bayview (Toronto) yard in September 1991. Two
cars painted New York Central complimented the dies

Spencer Shops played host in October to the Cl
Company of Los Angeles for the filming of "Spies"
on the Disney Channel. Placed during World W
to kill President Franklin D. Roosevelt, the need
a country depot on the Long Island Rail Road. S
was merely relettered for the cameo.



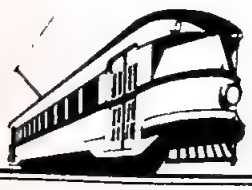
As pointed out in previous texts on the Philadelphia & Western cars (R&R "Brills in the Hills," September and October 1989), the 1931 Brill Bullet designs represented cars with radically new carbody styling but which mechanically included few advances from the Cincinnati & Lake Erie and Indiana Railroad highspeed cars of a year before. The design team was not attempting a rethink of the proven propulsion systems of the day but instead devoted their energies to creating a carbody which would allow these components to be used to their fullest potential. The FJ&G cars represent a less specialized version of the initial Bullet design and one which would likely have been repeated had economic conditions permitted further car orders. It might be interesting to compare the technical details of the FJ&G cars with their more famous P&W sisters.

The FJ&G Bullets are identical to the original P&W order in many ways. Both utilize a low-riding, lightweight, all aluminum body on an underframe of aluminum and steel bracing, a steel braced wooden roof covered with canvas, a wooden floor covered with battleship linoleum, and stainless steel window sash. (One of the first applications of stainless steel sash.)

The two series of cars are identical in height (10'6¼") and width (9'0"), though the FJ&G cars are 9'3" shorter than the P&W design for a total length of 46'11." Both car orders also utilize radical Brill streamlining with symmetrical parabolic ends, an aesthetically pleasing compromise between the theoretical designs of Felix Pawlowski, a UofM aerodynamics professor hired by Thomas Conway to wind-tunnel test designs for the P&W cars, and the

C.W. JERMSTROM

THE FIRST of the famous "high speed" designs was the 20 cars built by Cincinnati Car Co. in 1930 for the Cincinnati & Lake Erie. "Red Devil" 127 was brought to the Philadelphia & Western (**above**) in September 1930 for testing with an early version of the Brill 89E forged steel truck. The most famous of the Brill Bullets were the ten P&Ws of 1931, as typified by the 203 (**right**) at Bryn Mawr on April 3, 1941. Ex-FJ&G car 129 (**top**) was operating on the Bamberger in Salt Lake City on April 19, 1939.



Comparing the Bullets

Comparing the Bullets

by John Smatlak

PART TWO of our coverage of Brill's "Other" Bullets

VERNON J. SAPPERS

physical limitations of a practical interurban car.

The passenger compartment interiors are structurally almost identical, and forced air ventilation is implemented in a similar manner on both designs with air being drawn in through vents on the car sides and exhausted with the aid of a fan through an opening in the trailing end hood. Standard roof ventilators were eliminated because the wind tunnel tests showed them to increase drag at high speeds. Control positions have a similar arrangement, with the operator's controls mounted in a triangular shaped desk-like console fitted into the nose of the car.

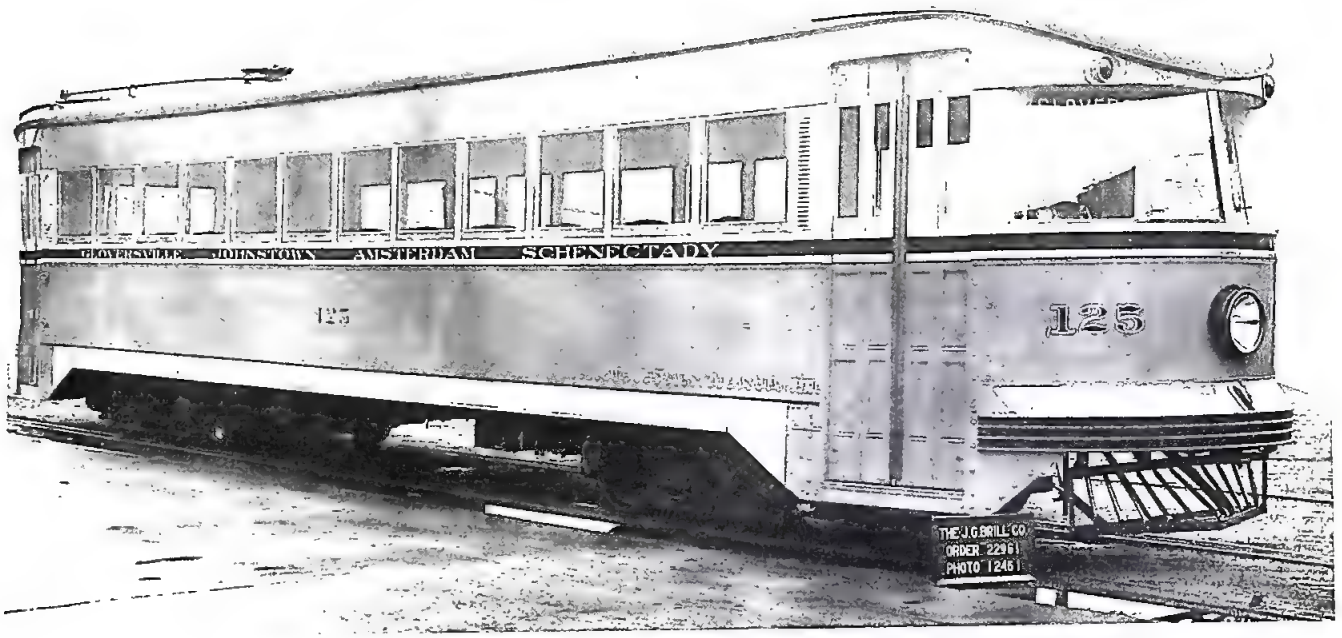
Brill engineers had simply taken the body design they had drawn out in March of 1931 for the P&W cars and adapted it to the character of the FJ&G. The initial design was drawn up in July 1931 and was finalized in September. The FJ&G required only single-ended cars, so their Bullets had only one operating position with just hostler controls at the rear end. All boarding on the FJ&G was to be from street level, so stairwells were added to one side of the car to provide access to the front and rear platforms through full length folding doors. Current collection was to be only from overhead wire, so a trolley pole and related apparatus were added to the rear of the car, though in keeping with Pawlowski's design concepts of minimizing air resistance, roof hardware was kept to a minimum with no implements forward of the trolley base.

Since the FJ&G line was longer than the P&W (33 versus 13 miles), the interiors of their Bullet cars were equipped with a lavatory and water cooler on the motorman's side of the center aisle at the rear of the car, as well as with baggage racks over the seats. Interior colors were similar to the P&W cars, with brown linoleum in a wood grain pattern under the seats and a brick pattern in the aisle, successively lighter shades of brown and tan for the walls, and a cream ceiling. Because the cars were single-ended, it was practical to install ultra-luxurious, but non-reversible, bucket seating. Deep-cushioned Brill type 308 bucket seats upholstered in brown Spanish leather, with an individual double thickness bottom cushion for each passenger and padded arm rests, doubtless went a long way towards smoothing out the ride.

Due to the contrast in the nature of the two railroads, one a high speed suburban operation and the other a more traditional interurban, the FJ&G Bullets were technically a lot simpler than the P&W design. The FJ&G did not face the threat of direct competition from another electric line as did the P&W, so only a high speed car, as opposed to a radically high speed car, was required. Also absent was the need for multiple unit operation and automatic acceleration. Based on these criteria, the cars were supplied with smaller 50-h.p. motors and uncomplicated General Electric K type control. This contrasts with the more elaborate General Electric PC-12N pneumatic cam control necessitated by multiple unit operation and the larger GE 706 B2 100-h.p. motors used on the P&W cars in which the platform controller operates an underfloor control group that handles the 600-volt motor current. With K control, the motor current is essentially run right through the platform controller,

M.D. McCARTER

J G BRILL CO DONALD DUKE / WILLIAM D MIDDLETON COLLECTION



THE J.G. BRILL COMPANY official builder's photo of Fonda, Johnstown & Gloversville Bullet 125 was made at the Brill plant in Philadelphia in December 1931.

eliminating the underfloor switching apparatus. The FJ&G cars were powered by four smaller GE 301 B 50-h.p., 600- volt motors equipped with field taps and controlled by a K-75 controller. The motorman on the FJ&G cars had to manually "notch up" the K controller to accelerate the car, in contrast to the automatic acceleration afforded by the PC 12N control on the P&W cars, whereby the motorman was only required to advance the control handle to the desired speed range, and the control group under the car would do the rest. With K control, the acceleration rate of the car was dependent upon the skill of the motorman; advancing the controller too quickly would draw too much current and trip the line switch. This would be accompanied by a loud *"BANG"* from the arc created inside the line switch under the car and was guaranteed to get the attention of all the passengers on board. The motorman would then be required to "shut off" the controller by winding it back to the OFF position and then start accelerating again.

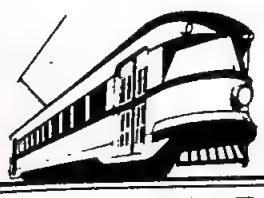
With the simplistic K control, the FJ&G cars were also the lightest by far of the four 1930-'31 highspeed interurban designs. They weighed in at 42,000 pounds, a full 10,000 pounds lighter than the heaviest, the P&W design. Because of their smaller motors, they had the highest weight to horsepower ratio but nonetheless were fast cars, with a balancing speed of around 60 m.p.h. and a maximum speed of 75 m.p.h. using their field taps.

As with the P&W design, the FJ&G cars were equipped with safety features including a deadman apparatus built into the controller whereby the motorman needed to hold down either the controller handle or a foot pedal at the base of the controller, or motor current would be shut off and the car immediately forced into an emergency stop. To insure visibility at all times, a battery circuit was provided which would automatically turn on aisle and platform lights when line voltage was interrupted as well as keep the front and rear markers illuminated.

The trucks for the FJ&G Bullets were a shorter wheelbase version (6'0") of the 89 E 2 trucks used on the P&W cars (6'6" wheelbase). The Brill order books designated both truck types as 89 E 2, and both used 28" wheels. However, the trucks for the FJ&G cars were unique to that order and had more in common with the 1930 Brill prototypes for the 89 E than with the P&W design or the other two versions produced in 1932 and 1941 for the Philadelphia & West Chester and Philadelphia Suburban Transportation Company respectively.

Their distinguishing feature was a magnetic track brake. Each truck had two sets of electromagnetic steel shoes set up between the wheels which were held by springs an inch and a half above the rail. When called upon to assist in braking the car, air cylinders lowered the shoes to within a quarter inch of the rail where they were then energized and drawn the intervening distance by magnetic attraction. Clamping down on the rails with a force of 2000 pounds per shoe, stopping times could be reduced by 35% and stopping distance by 25%. Regular service braking was accomplished with a total of eight inside-hung brakeshoes, in contrast to the other aforementioned production versions of the 89 E truck which had clasp brakes (16 shoes, two per wheel) and no track brake.

The Brill 89 E forged steel truck had been developed beginning in 1930 to satisfy the carbuilder's need for a low profile, high speed truck to power its new interurban designs. The original experimental incarnation was put to-



Comparing the Bullets

KODACHROME JOSEPH M CANFIELD COLLECTION

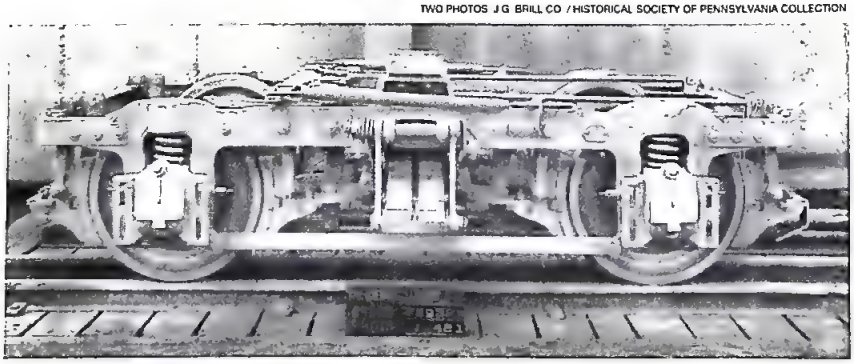
BAMBERGER BULLET 127 was photographed in 1950, two years before the railroad ceased passenger service. The 127 spent the next two decades as a migrant worker residence on a pickle farm before being saved for the Orange Empire Railway Museum. SEPTA Bullet 206, shown departing 69th Street on June 30, 1989, is retired and stored on the P&W.

KODACHROME JIM BOYD

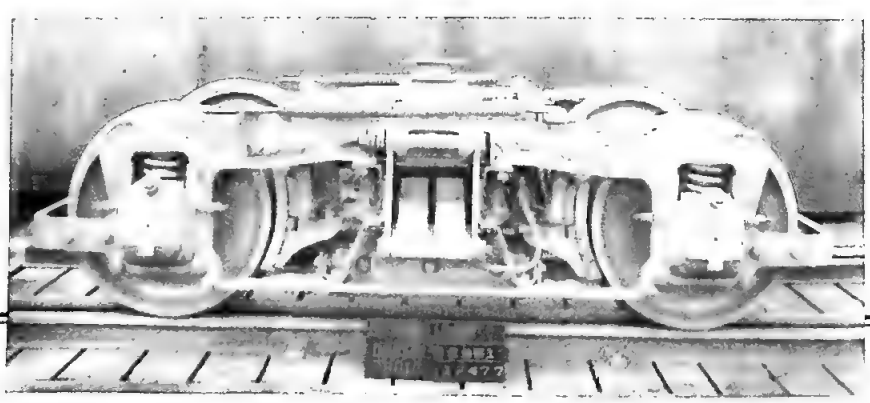
gether in September 1930 from a pair of Brill 177 trucks and tried out that same month underneath C&LE highspeed 127, which was brought to the P&W line to test the new design. The truck was further refined over the next year with the construction of at least three other pairs of "test" trucks. The first production application was for the P&W Bullet cars

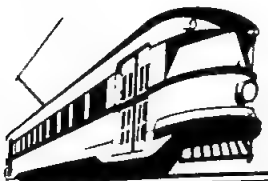
The General Electric SME (with full safety features) airbrake system on the FJ&G cars was supplied by a CP 27 B air compressor and controlled by an MD-35 self-lapping brake valve at the operator's position which actuated the inside-hung brake shoes with standard left-to-right handle movement and by pressing down on the handle, applied the magnetic track brakes. Thus the magnetic brakes, or "flat irons" in Bamberger parlance, could be used to supplement stops on slippery rail or make real "grandstand stops." to use motorman Gordon Cardall's phrase. The ability to make quick stops was a real time saver at the Bamberger's many flagstops, where a waiting passenger would often remain out of view until the last second. Bearing down on a rural waiting shelter at high speed and spotting a passenger peering out only ten carlengths ahead, an immediate full service application on the airbrakes and "dropping the flat irons" would bring the car to a screeching halt. Stopping in time, of course, saved valuable schedule time which would be eaten up

TWO PHOTOS J G BRILL CO / HISTORICAL SOCIETY OF PENNSYLVANIA COLLECTION

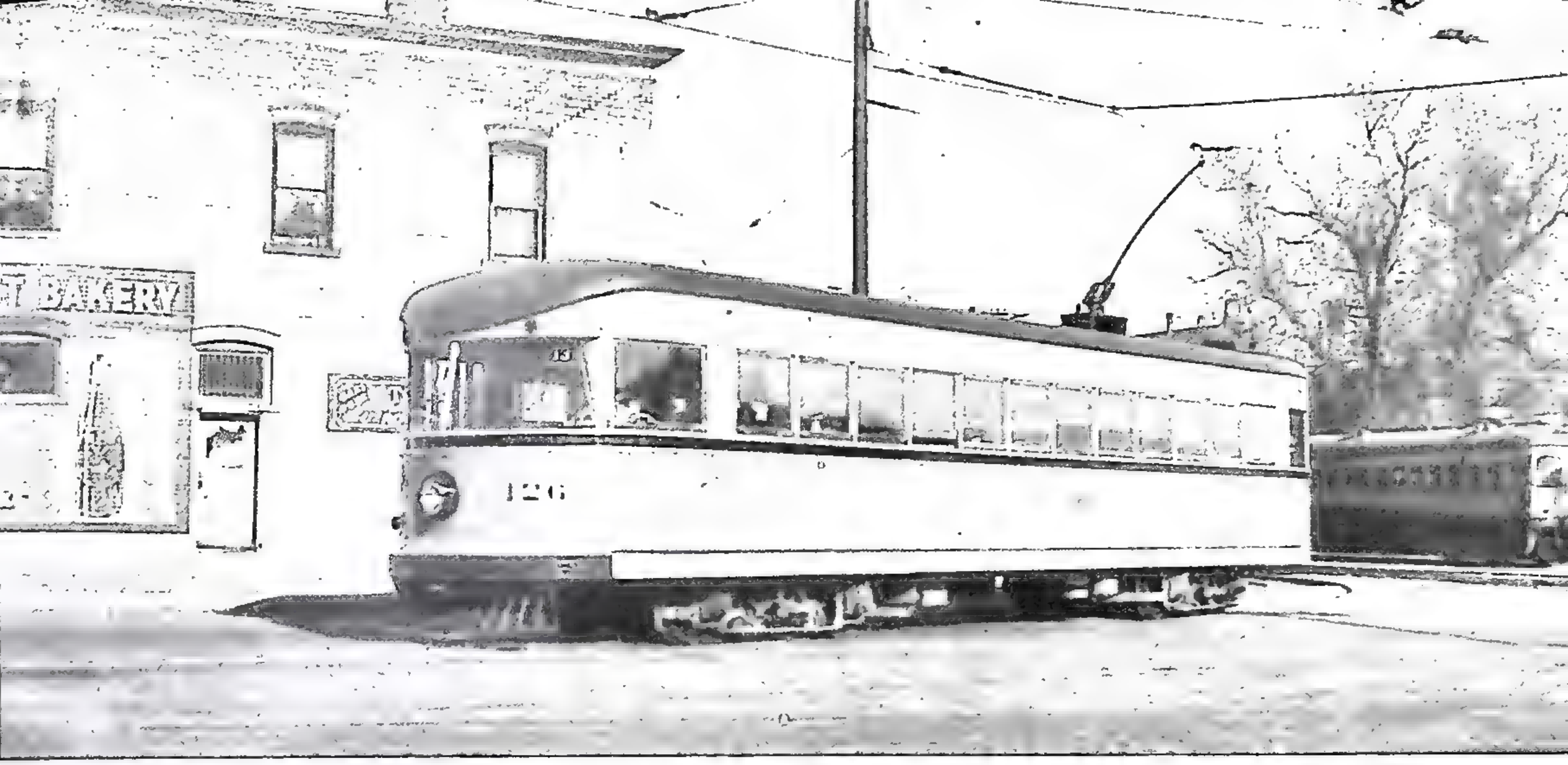


THE BRILL 89E TRUCK was an advanced forged steel design that utilized the swing hanger suspension that later proved so successful on EMD's Blomberg diesel truck. The 89E2 for the P&W (**above**) and 89E for the FJ&G Bullets (**below**) are shown here.





Comparing the Bullets



VERNON J. SAPPERS

BAMBERGER BULLET 126 was photographed in the street in Ogden, Utah, just after leaving the terminal in April 1939. The interiors of the Bullets changed surprisingly little over the years. General Electric took this photo of FJ&G car 125 on February 16, 1932, (**opposite left**) on a test run for the benefit of the railroad and builder's representatives.

by backing up after having overshot the platform, although to quote Gordon Cardall, it would also "set everybody straight up in their seats; those that were dozin' would come right to life."

Acknowledgments

These articles would not have been possible without the assistance of a long list of individuals and publications who provided text, photographs, stories and encouragement. Because so many people assisted in the research, the only way to list them fairly is alphabetically. My apologies to anyone I've forgotten.

Robert Bedford, Charles Benjamin, John Bowman, Don Brown, Hienz Bruhl, Michael Burshtin, Joseph Canfield, Gordon Cardall, Ron DeGraw, Harre Demoro, Donald Duke, Mark Effle, Dave Garcia, Al Hambleton, Julia Hogan, The Historical Society of Pennsylvania, Interurban Press, Ken Joesphson, Sheldon King, George Krambles, Arthur Lloyd Jr., Andy Maginnis, Paul Manton, M.D. McCarter, Raymond McVeil, William Middleton, Ben Minnich, Allen Morrison, Dave Nestle, Don Olsen, The Charles Redd Center for Western Studies, Vernon Sappers, Fred Schneider III, Cliff Scholes and Jim Walker. ⊂

Motormen accustomed to the line's heavyweight cars, which required significantly longer stopping distances, often found themselves stopped before reaching the platform and would have to reach back for the controller and move the car ahead again. The magnetic track brakes were also applied automatically when the airbrake system was placed in emergency.

Advancing the brake handle past the service position to the "door open" notch opened whichever doors were selected by the door selector portion of the valve. Having the doors interlocked with the brake valve was an additional safety feature, preventing them from being accidentally opened while the car was in motion.

The P&W Bullet cars, which did not use a track brake, utilize the similar M-33 self-lapping brake valve controlling traditional clasp brakes. Pressing down on the brake handle serves to actuate the sanders, a feature controlled by a separate dash-mounted valve on the FJ&G cars. It is interesting to speculate that a magnetic track brake might also have proved effective on the P&W cars, as it had on the C&LE and IRR highspeeds.

The FJ&G Bullets were delivered with varnished bodies painted a dark orange called "matador orange" by paint supplier DuPont, excepting the window band which was "hickory" yellow, and the belt rail which was black with silver lettering. The roof was black, the side skirts were silver, separated from the body with a black stripe, and the headlight housing and anticlimbers were also painted black.

In operation on the Bamberger, the cars went through a variety of detailing colors, but their carbodies were always some shade of orange. They were placed in service in their FJ&G livery with only the FJ&G lettering painted over. The first change involved painting the belt rail bright yellow. In the postwar years, the cars were painted a lighter shade of orange, and the entire window band area was repainted cream. The roof also went through a variety of colors, from its original black to brown to green and then silver. The interiors retained their three-tone brown scheme until a postwar repainting that replaced the tan with a light green.

I hope you've enjoyed our study of these "other" Brill Bullet cars, and I highly encourage all interested parties to visit the 127 at the Orange Empire Railway Museum. With a number of P&W Bullets now preserved, it is appropriate that one of the FJ&G's has also survived and is in good hands. ⊂

PHOTOGRAPHY ANDREW S. NELSON, EXCEPT AS NOTED

TODAY'S MISSABE

The Duluth, Missabe & Iron Range has been hauling one commodity for over 100 years

by Andrew S. Nelson

Very few railroads in the United States can claim their livelihoods from hauling one commodity, much less hauling that same commodity for over 100 years. The Duluth, Missabe & Iron Range can. From its humble beginnings in the 1880s in the wilds of northern Minnesota, through two world wars, the Great Depression, numerous recessions and the depletion of soft ore deposits, the DM&IR has endured and endured well. And it has no intention of abandoning what it set out to do 100 years ago: haul iron ore from northern Minnesota to the Lake Superior ore docks at Two Harbors and Duluth. But in order to understand how today's DM&IR operates, you must go back to the late 19th Century and the DM&IR's two primary predecessors, the Duluth, Missabe & Northern (DM&N) and the Duluth & Iron Range (D&IR).

Beginnings: The D&IR

Of the two companies, the Duluth & Iron Range was the older, having been completed in 1884 to transport iron ore from Soudan Mine on the Vermilion Range to the ore docks at Two Harbors. But the D&IR had two things going against it, one being the ore deposits it served. Though the Vermilion Range was discovered first, it was smaller than its younger western counterpart the Mesabi Range (also spelled Mesaba or Missabe) and thereby provided a smaller, shorter-lived traffic base for a railroad. The second disadvantage the D&IR had to live with was its saw-toothed profile from the Vermilion

Range south to Two Harbors. Apart from the three-mile 1.5% grade descending south into Two Harbors, the steepest grade on the D&IR main was only .62%, but its rollercoaster profile has always made train handling a challenge.

The D&IR came under control of United States Steel in 1914, as did its neighbor, Duluth, Missabe & Northern. The D&IR remained corporately independent of its stronger neighbor until 1930, when it was leased to the DM&N. With that lease came joint use of equipment, servicing facilities and ore docks. The early years of the Great Depression hit both companies particularly hard, and the consolidation of equipment and facilities helped both roads cut operating costs in the face of declining revenues. Traffic was so bad in 1932 that *no* dedicated ore trains were run (only a combined total of 1.4 million tons was moved); all ore moved in general freights, which were few and far between. After the lease by the DM&N, the D&IR would last eight more years as a separate corporation before being officially merged into the Duluth, Missabe & Iron Range Railway Co. in 1938.

DASGEN PHOTOGRAPHY / FRANKLIN A. KING COLLECTION

TODAY'S DM&IR traces its heritage to the Duluth & Iron Range and the Duluth, Missabe & Northern. In 1884, D&IR 4-4-0 No.1 (**below**) posed for a photo with a mixed train at Tower Junction; the man with the oil can, Thomas Owens, later became vice president of the D&IR. On the DM&N, 4-6-0 No.30 (**above**) was deep in the snow with a southbound passenger train at Iron Junction around 1900. Typical of today's action, rebuilt "SD38R" 321 (originally SD18 187) rolls a 60-car train of Minntac pellets over the massive Cloquet River bridge (**opposite left**) near Burnett on October 19, 1991.

The DM&N

The Duluth, Missabe & Northern was completed in 1892, eight years after the D&IR, after Duluth resident Leonidas Merritt, along with his brothers, discovered a huge soft ore deposit at Mountain Iron (called that because it was literally a mountain of iron) at the eastern edge of the Mesabi Range. The railroad originally terminated at Stony Brook Junction, near Brookston, where ore was turned over to the Duluth & Winnipeg Railroad (predecessor of the Great Northern), which transported it to its ore docks at Alloquez (Superior), Wisconsin. The Merritt brothers then decided that the DM&N needed to build its own dock after problems arose with D&W management. They built from Columbia Junction south to Duluth. The first carload of ore was unloaded in 1893 at the DM&N dock located south of downtown Duluth.

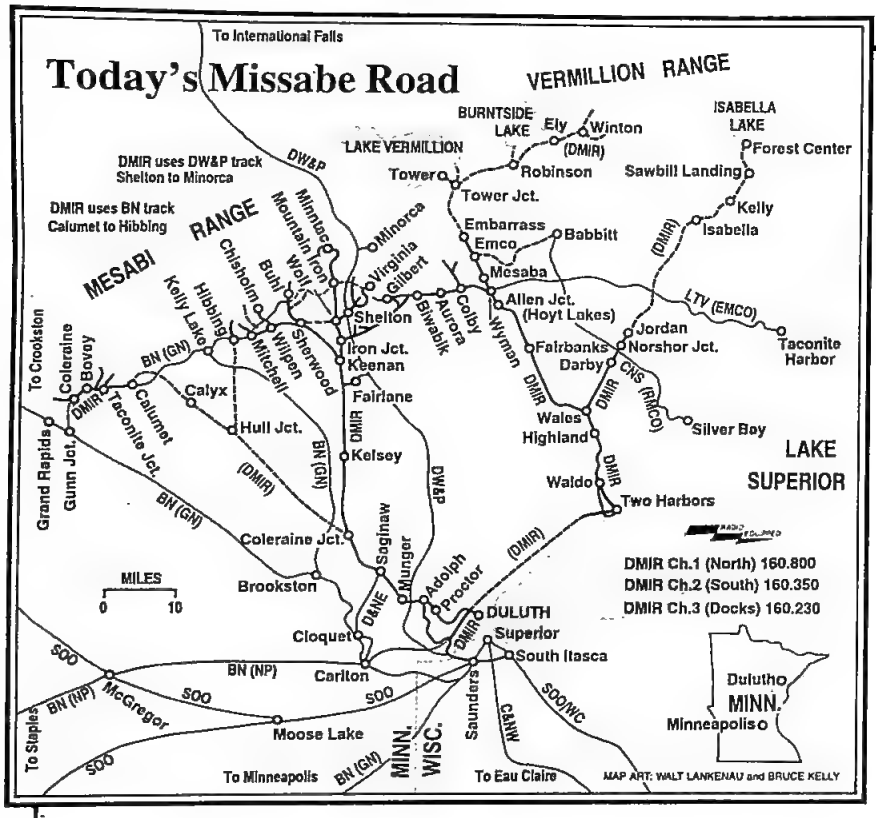
With the opening of its own dock, the DM&N also built a large sorting yard and locomotive and car shops at Proctor, located seven miles from the docks and atop Proctor Hill's seven mile long 2% ruling grade. With the opening of the western edge of the Mesabi Range, the DM&N needed a more direct route to the docks at Duluth. That route was completed in 1906 and was known as the Alborn Branch, which left the DM&N main at Coleraine Junction and split at Hull Junction, with the two lines then terminating at Hibbing and Coleraine. This branch served numerous

LAKE COUNTY HISTORICAL SOCIETY

mines including the Hull-Rust pit near Hibbing, which was the largest and most productive iron mine in the United States. The pit was three miles long, one mile wide and 535 feet deep and produced 500 million tons of ore until its closure in the early 1970s.

Early Days of the DM&IR

The series of consolidations that created today's DM&IR started in 1937 when the DM&N merged with the Spirit Transfer Railway, which ran from Adolph, Minn., (just north of Proctor) to Oliver, Wis., (west of Superior) to become the Duluth, Missabe & Iron Range Railway. The DM&IR then merged with the Interstate Transfer Railway, which ran from Oliver to South Itasca, Wis., (south of Superior) and the D&IR in 1938 to create what is essentially today's DM&IR system.


Today's Missabe Road
VERMILLION RANGE
MESABI RANGE
To International Falls
DMIR uses DW&P track Shelton to Minorca
DMIR uses BN track Calumet to Hibbing
LAKE VERMILLION
BURNTSIDE LAKE
ISABELLA LAKE
Ely
Winton
Forest Center
Tower
Robinson
Sawbill Landing
Tower Jct.
Kelly
Isabella
Embarrass
Babbitt
Emco
Mesaba
Minorca
Virginia
Gilbert
Shelton
Iron Jct.
Keenan
Fairlane
Allen Jct. (Hoyt Lakes)
Fairbanks
Jordan
Norshor Jct.
Taconite Harbor
LTV (EMCO)
Darby
Wales
Highland
Silver Bay
LAKE SUPERIOR
Waldo
Two Harbors
Calyx
Hull Jct.
Kelsey
Coleraine Jct.
Saginaw
Munger
Adolph
Proctor
DULUTH
Superior
South Itasca
Cloquet
Carlton
Moose Lake
Brookston
MILES
0 10
DMIR Ch.1 (North) 160.800
DMIR Ch.2 (South) 160.350
DMIR Ch.3 (Docks) 160.230
Duluth
MINN.
Minneapolis
To Minneapolis
To Eau Claire
To Staples
To Crookston
Grand Rapids
Gunn Jct.
Coleraine
Bovay
Taconite Jct.
Columet
Kelly Lake
Hibbing
Chisholm
Buhl
Wolf
Mountain Iron
Minntac
Wilpen
Mitchell
Sherwood
Wyman
Colby
Aurora
Biwabik
Wolf
Stanley
Boyd
Ranier
Bear Island
Crane Lake
Ash River
Orr
Cook
Tower
Soudan
Lake Vermilion
Winton
Ely
Isabella
Kelly
Forest Center
Sawbill Landing
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Kelsey
Coleraine Jct.
Saginaw
Munger
Adolph
Proctor
DULUTH
Superior
South Itasca
Cloquet
Carlton
Moose Lake
Brookston

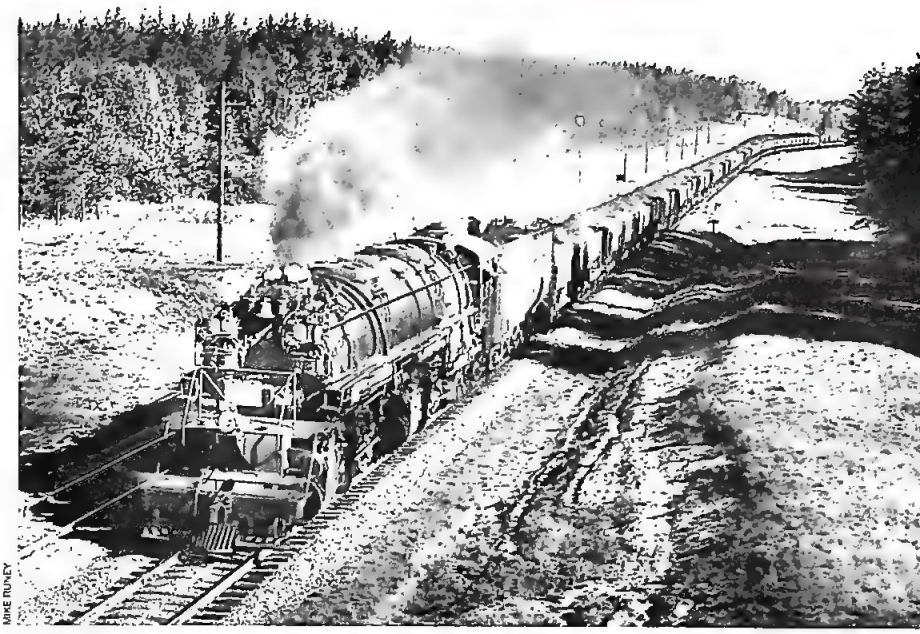
The DM&IR was, and still is, divided into two operating divisions: the Missabe Division (essentially the old DM&N) based in Proctor and the Iron Range Division (essentially the old D&IR) based in Two Harbors. Believe it or not, there is still quite a rivalry between employees on Iron Range and Missabe Divisions.

World War II brought then-record tonnages to the newly formed DM&IR, 1942 being the peak year with 42,788,199 tons of ore hauled. The war also brought the Missabe's finest steam locomotives, the 18 Baldwin-built 2-8-8-4 Yellowstones, which greatly expedited ore movements on both the Missabe and Iron Range Divisions. The period after WWII brought a variety of steam locomotives from other U.S. Steel roads to the Missabe, including Union Railroad 0-10-2s, Bessemer & Lake Erie 2-10-4s and 2-8-2s from the Elgin Joliet & Eastern.

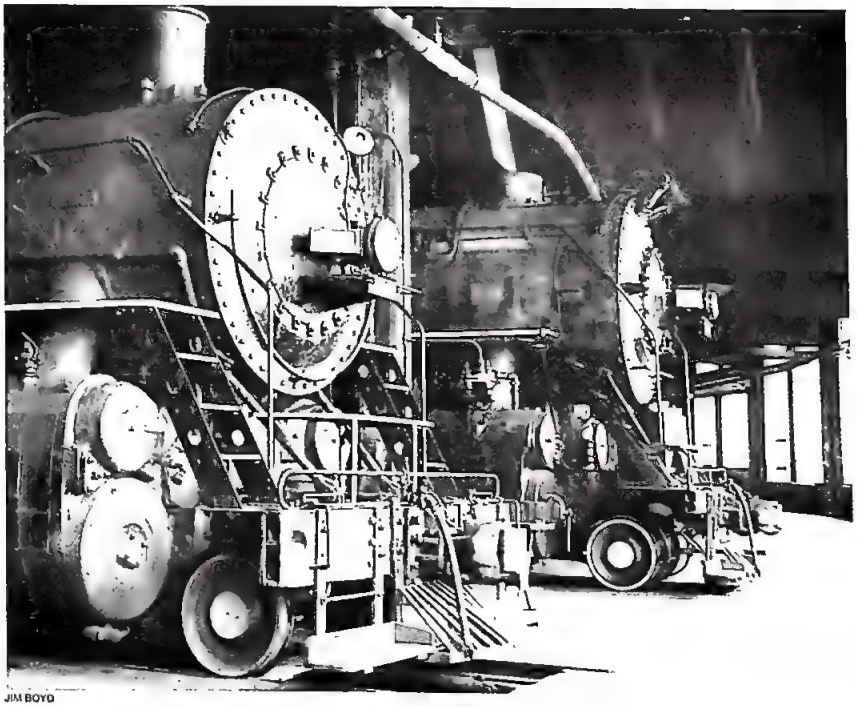
While other roads were fast embracing diesels, the DM&IR hedged dieselizing primarily for two reasons. Firstly, during the 1950s there was a great deal of uncertainty concerning the future of the Mesabi Range's usable ore capacity. WWII and the economic boom afterward (the 49,317,625 tons of ore hauled in 1953 is an all-time DM&IR record) depleted much of the soft ore on the Iron Range. Mine after mine shut down as the soft ore ran out, leaving the DM&IR with a shrinking and uncertain traffic base. It didn't make sense to Missabe officials to spend money for new locomotives if there was uncertainty about the survival of the railroad.

The second reason for delaying dieselization concerned the Missabe's steam locomotives. Most of them were still in excellent shape, primarily the Yellowstones, 2-10-4s and 0-10-2s, and Missabe management couldn't justify spending money for new locomotives when the ones it on hand were serving the road well. But new technology prevailed, and after trying out 15 EMD SW9 switchers in 1953, the Missabe took delivery of its first road diesels in 1956, nine 1750-h.p. EMD SD9s. It took the Missabe four years and 99 road units to dieselize with 74 SD9s, 19 SD18s and six Alco DL600Bs. The last regular steam operations were during the 1960 season.

The 1963-'65 seasons saw ore loadings fall off enough that the docks at Two Harbors were shut down and all ore bound for lake shipment routed to the Duluth Docks. Loadings rebounded enough in 1966 to reopen the Two Harbors docks. Loadings remained around 20 million tons per year during the late 1960s and 1970s. The closure of the huge Hull-Rust pit at Hibbing resulted in the abandonment of the DM&IR's Alborn Branch in the early 1970s. The recession of 1981-'82 hit the Missabe hard, but traffic again rebounded during the economic expansion of the mid-1980s. Today, taconite loadings still hover around the 20 million tons per year, though they've tapered off slightly because of the 1990-'91 recession.


MIKE RUNEY

EIGHTEEN BALDWIN 2-8-8-4s delivered in 1941 and 1943 were the pride of the DM&IR; here the first 1943 "M4" 228 has 180 loads bound for Duluth. In July 1960 ex-B&LE 2-10-4 701 and an ex-EJ&E 2-8-2 were stored in the Proctor roundhouse.


JIM BOYD

The Beginnings of Taconite

People on the Iron Range feared for their livelihoods during the late 1950s, and rightfully so. The soft iron ore that provided so many with a steady income was nearly depleted, and other ore producing areas like South America and Canada started taking business away from the Mesabi Range. The Minnesota producers needed to act and act quickly to preserve the economic future of the Iron Range. They soon found the solution to their problem: taconite. Taconite is a low grade iron ore that needs to be processed in order to be used in steel making. It had been known about since 1913, but no one really paid any attention to it, that is until the 1950s when Reserve Mining (now Cyprus

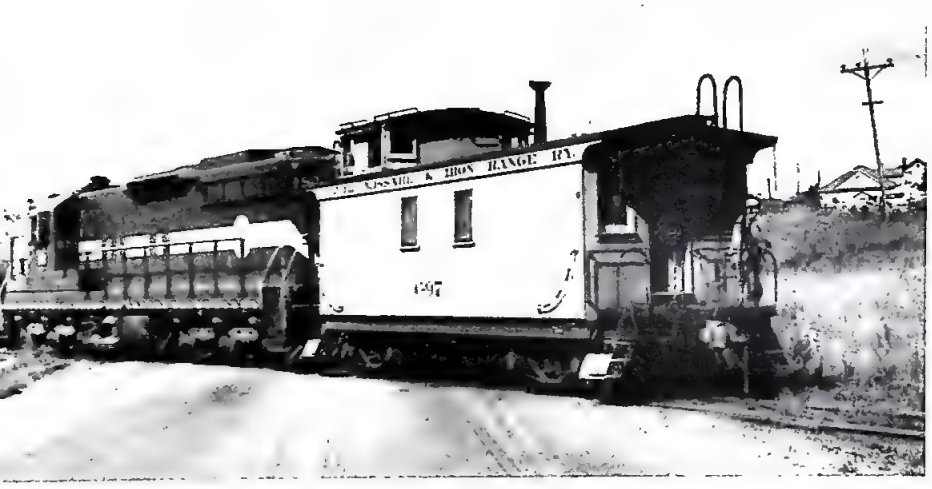
Northshore) and Erie Mining (now LTV Steel) built facilities to process and transport taconite. The first such facility on the DM&IR was Eveleth Mining Company's Thunderbird Mine and Fairlane Taconite Pellet Plant opened in 1966. It was followed in 1967 by United States Steel's Minntac Plant north of Mountain Iron. Minntac was followed in the early 1970s by Inland Steel's Minorca Plant near Virginia. Today, the DM&IR's ore traffic is from these three pellet producers with very little soft ore mined any more.

The Missabe Division

The Missabe Division officially starts at Missabe Junction near downtown Duluth and heads up the "Hill" into Proctor. The line then strikes northward out of Proctor through Adolph to Burlington Northern. Keenan also hosts a fair sized yard and locomotive facilities.

About four miles north of Keenan stands Iron Junction, usually the busiest spot on the Missabe. A wye is located here that can take northward or southward Missabe Division trains east via the Biwabik Branch to the Iron Range Division at Sparta Junction. Crude taconite ore from the Thunderbird Mine also moves over this line as it is carried via the Missabe to the Fairlane Pellet Plant. At Wolf, a few miles north of Iron Junction, the Virginia Branch veers northeast to Inland Steel's Minorca Plant north of Virginia, which is reached partly on trackage rights over the Duluth, Winnipeg & Pacific. From Wolf its almost 15 miles to USX's Minntac Pellet Plant, largest in the U.S.

PATRICK C. DORIN



MISSING FROM TODAY'S Missabe are yellow cabooses and, with a few exceptions, the "as delivered" paint scheme as shown on SD9 150 with a McKinnley Mine Job in 1972.

Carson, where the double track main merges to a single track route. The Missabe Division main was a double track railroad north of Proctor until 1988, when the northbound main was taken up between Carson and Fairlane and controlled sidings were installed at Coons and Alborn. Track Warrant Control (TWC) and an Automatic Block System (ABS) govern the railroad from Carson to Milepost 51 with Centralized Traffic Control (CTC) from Milepost 51 northward.

The first taconite pellet plant on the Missabe Division is the Fairlane Pellet Plant near Forbes. Three miles north from Fairlane, at Keenan, location of the Missabe's dispatching center, the branch to Hibbing splits off, running 20.7 miles west to its terminus at Panama. This line also reaches the DM&IR's isolated Taconite-Bovey Branch via trackage rights over the

Proctor Based Jobs

Proctor is the base for Missabe Division crews, and the crew caller there calls both Missabe and Iron Range Division crews. The Missabe Division Mine Jobs go to work at Proctor, run north to either Fairlane or Minorca, load and return to Proctor before violating the twelve-hour "hog law." Upon a Mine Job's arrival back at Proctor, if time permits, the crew will weigh their train at the Proctor Scales at the north end of the yard.

During the winter months, Mine Jobs will, if time permits, take their trains down to Dock No.6 at Duluth and unload at the Missabe's Lakehead Taconite Storage Facility (Dock No.5 has been out of service since the early 1970s). From around November to early April, some Missabe Mine Jobs originate at Steelton on the Spirit Lake Branch. When the lakes are frozen over, both the Chicago & North Western and Wisconsin Central run "all rail" taconite trains loaded on the Missabe. DM&IR crews pick up empties from either the C&NW at South Itasca or the WC at Steelton and take them north to be loaded, then return to turn over the loads to either C&NW or WC crews.

The Hill Job works between Proctor Yard and the docks at Duluth ferrying loads down and empties up. The Hill Job will usually make three round trips during an eight hour shift. Some days see one Hill Job working, other days more than one, and some days see no Hill Job. It all depends on demand and when the boats are scheduled to load.

The Dock Job does just what its name implies, it works the dock at Duluth. Dock crews go to work at Dock No.6 and will spot jennies at appropriate dumping pockets after they are brought down by the Hill Job. The Dock Job is annulled in December as unit trains from the mines or from Proctor Yard will bring their cargo directly down to No.6 to unload at the storage facility. The Dock Job is reinstated the following spring when most boats stop loading from the storage facility. Proctor Yard sees a Switch Job that will do any classifying and as-needed work at Proctor Scale and the area around Missabe Junction in Duluth.

When you think of the Missabe, you usually don't think about unit trains of limestone. But limestone is needed in taconite pellet processing, and the Missabe provides the link to the pellet plants from the Twin Ports Harbor (Duluth and Superior) where it is off-loaded from boats. Based out of Proctor, Limestone Jobs pull loads up Proctor Hill, usually behind four howling units, and will either yard the loads at Proctor for another crew to take north or proceed directly up to the Range and the pellet plants. On the days when there is a backlog of limestone to be moved, the Missabe Division can see upwards of five limestone trains in a 24-hour period. They make for interesting railfanning.

The Steelton Job usually works Wednesdays and Sundays and serves the Spirit Lake Branch, which loops around Duluth and Superior from Adolph to Oliver and the Interstate Branch from Oliver to South Itasca, a total distance of 23 miles. This job's primary task is to move bentonite clay off the C&NW at South Itasca to Proctor. This job usually rates two units, but if bentonite is running heavy, three or four units are assigned to help drag the loads up Steelton Hill.

The Steelton Job also shares trackage with Duluth, Winnipeg & Pacific trains that exercise trackage rights between Nopeming Junction and South Itasca. The DW&P started using DM&IR trackage (upgraded with CTC and

welded rail to handle the additional DW&P traffic) in November 1984 when its new Pokegama Yard, located south of Superior, was completed after its West Duluth facilities were closed. It is ironic that while the DM&IR owns the trackage, the DW&P runs the most trains. The Soo and Burlington Northern also use Missabe trackage from South Pokegama to Saunders and Wisconsin Central from South Pokegama to Ambridge, and the C&NW uses the Missabe from Saunders to South Itasca. Throw in the "all rail taconites" off the

THE DULUTH ORE DOCK lead tracks tower over SD38R 302, SD9 129 and SD38-2 209 with a cut of limestone cars (**top**) on June 10, 1989. Three high-nose SDs had 120 empty ore jennies lined up atop Dock No.6 (**below**) on October 3, 1987, preparing to head up Proctor Hill. SD9 166, restored to its as-delivered paint scheme (**right**), was leading a four-unit Limestone Job on March 29, 1991, as they climbed toward the Boundary Avenue overpass, a "classic" photo location on Proctor Hill.

C&NW and WC during the fall, winter and spring, and you have a fairly busy railroad.

The last regular Proctor based job on the Missabe Division is the Miscellaneous Range Freight, or "MRF" for short. This job does all the local work between Proctor and Two Harbors, heading north into the Range on Mondays and Wednesdays, looping eastward through Biwabik and then turning south at Wyman onto the Iron Range Division and on to Two Harbors. It returns via the same route to Proctor on Tuesdays and Thursdays.

Keenan Based Jobs

Keenan is the base for crews moving raw taconite ore from Eveleth's Thunderbird Mine to its Fairlane Pellet Plant. Usually three crews are assigned per day, with each crew loading two 84-car trains and making two round trips between Thunderbird and Fairlane before tying up at Keenan.

When there is not an interdivisional crew agreement (such agreements depend on crew cost factors) between Iron Range and Missabe Division crews, Missabe Division crews based at Keenan pick up empties from Iron Range Division crews at Sparta Junction (Gilbert Yard) and take them for loading at Minntac, returning the Minntac loads to Sparta Junction, where an Iron Range Division crew (sometimes the same one) takes over for the trip back to Two Harbors. Usually these Keenan-based crews can load two trains per shift. When there is an interdivisional agreement in effect, Iron Range Division crews will take their trains directly to Minntac for loading. If a Missabe Division crew doesn't have a train to turn over or pick up from an Iron Range crew, they are deadheaded by van to and from Keenan as operations warrant.

Keenan also sees a switch job that will work the branch to Hibbing on an as-needed basis. Hibbing, all for intents and purposes, is now Burlington Northern territory when it comes to taconite loading.

The Iron Range Division

Though not as busy as the Missabe Division, the Iron Range Division has plenty to offer the railfan. Two Harbors is home to a large yard, engine facility and ore docks 1, 2 and 6 (Dock No.2 is equipped with a conveyor to move taconite from a storage facility, and No.6 has been out of service since the early 1970s). Two Harbors loads pellets exclusively from USX's Minntac Plant, which is good for four to six 136-car trains per day. The only Minntac taconite that moves over the Missabe Division is when limestone extras out of Proctor destined for Minntac will backhaul taconite to Proctor. When enough Minntac pellets have accumulated at Proctor, USX will divert a boat to Duluth for loading. The Two Harbors Dock Job usually rates one locomotive which pushes loaded jennies up to Dock No.1 or No.2 for unloading or will pull loads through the dump house connected to the storage facility. Boats can show up at any time and can load on either side of Docks 1 and 2.

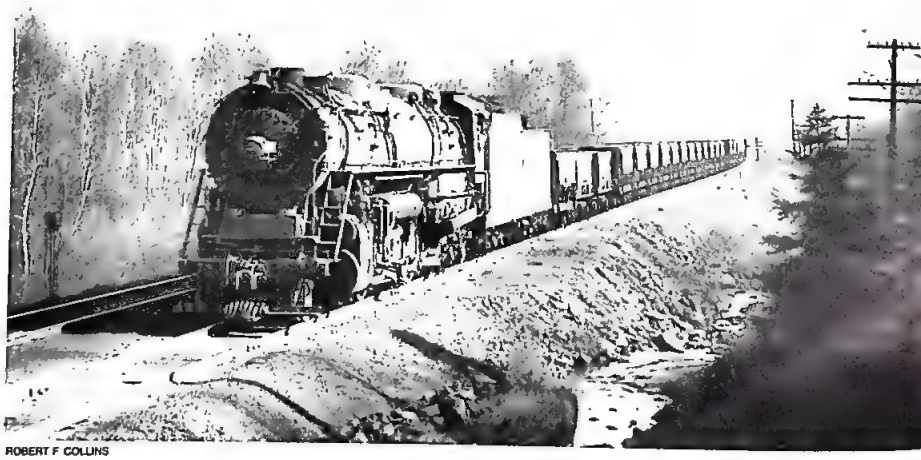
The main line out of Two Harbors consists of two divergent tracks. The old original main line north has a 3% grade and is used today almost exclusively for downbound loads into Two Harbors. The "Loop Line" was built in 1899 with a much less severe 1.5% climb and is used for ascending northbound trains. The two mains join north of Two Harbors at Waldo.

North of Waldo, at Highland, stands the in-motion scale that weighs loaded jennies traversing the Iron Division main. At Wales, the Wales Branch, built in 1947, splits off the main and heads 12.1 miles northeast and intersects with Cyprus Northshore's railroad at Norshor Junction. This provides the former Reserve Mining line with its only rail connection to the outside world. The DM&IR main continues north to Allen Junction and from there to Wyman, where the line heads westward to a connection with Missabe Division at Sparta Junction.

The Vermilion Range was mined out in 1963, so now the Iron Range Division only sees ore traffic from the Mesabi Range. The only branch that remains in this area is from Wyman to Embarrass, part of D&IR's original main line that provides LTV Steel (formerly Erie Mining) with an outside connection. CTC controls the Iron Range Division from Allen Junction to Sparta Junction, a distance of 21.4 miles.

Empty ore extras bound for Minntac are generally called at Two Harbors every four to six hours and will usually return to Two Harbors with in eight to twelve hours depending on delays encountered en route. The northbound extras can easily consume better than a half an hour grinding up the three-mile 1.5% grade out of Two Harbors. Two Harbors also sees the Miscellaneous Range Freight. The backshops and passenger depot of the old D&IR still stand but are no longer owned by the DM&IR. The shop is used by an equipment contractor, and the depot is now the home of the Lake County Historical Society. Displayed at the depot are a D&IR 2-6-0, one of the original wooden ore jennies and 2-8-8-4 229.

The old D&IR "Lakefront Line" from Two Harbors to Duluth, which saw regular log trains bound for the sawmills around Duluth in its early days, is no longer owned by the DM&IR. The 26-mile route was sold to a rail authority owned by both St. Louis and Lake Counties in 1989 and is now operated by the North Shore Scenic Railroad, which runs excursions with Budd RDC cars out of both Two Harbors and Duluth.



ROBERT F. COLLINS

APPROACHING DOCK NO.6 at Collingwood Interlocking (**top**), SD38R 305 and two other SDs have just brought 120 loads of taconite pellets down Proctor Hill on June 10, 1989. Three SDs have a train of Fairlane taconite pellets headed into the arrival tracks at Proctor Yard (left, **below**) while the three-unit Switch Job behind SD38 201 works nearby on July 30, 1990. The steam-era stand pipes can still be found (**right**) near the Proctor Shop, as shown here on July 28, 1988. Proctor Hill has changed little except the motive power since October 21, 1955, when 2-10-4 707 was working the empties (**left**) uphill.

Linking the Minnesota Transportation Museum in Duluth with the Lake County museum in Two Harbors, it is the only tourist railroad in the U.S. to connect two independent museums—each of which display a 2-8-8-4!

AT GILBERT YARD in Sparta (**top**), Extra 211 South's Missabe Division crew has just handed their train over to Extra 201 North's Iron Range Division crew, who will take the loads to Two Harbors on October 19, 1991. Three Wisconsin Central SD45s had the second "all rail" taconite move of the 1990-'91 season (**above**) on the Spirit Lake Branch near Adolph on November 17, 1990. The "Great Pumpkin," former B&LE SD38 982, was on the Miscellaneous Range Freight (**below**) north of Munger on July 28, 1988.

Missabe Diesels

If you like six-axle, normally-aspirated EMD power, then you'll love the Missabe. It currently rosters a mixture of SD9s, SD18s, SD38s and SD38-2s. Also included are a mixture of SD9s and SD18s rebuilt to what are essentially SD38-2 standards. And while the Missabe roster may look standard now, its beginnings had some amazing variety.

The first diesel to work on the DM&IR was a big center-cab six-motor Baldwin borrowed from U.S. Steel's Elgin, Joliet & Eastern in 1948. In the early 1950s they also tried out such diverse units from sister USS roads as Bessemer F7s, EJ&E Baldwin "Sharks" and Union

Railroad RS2s. Factory demonstrators in the late 1940s and early 1950s included a Baldwin AS616, the four-unit green Alco FA2/FB2 set that ultimately went to the C&NW, an Alco RSD4, Fairbanks Morse Train Masters and Alco's "Dragon Lady" DL600.

For the moment, however, the Yellowstones, 2-10-4s and 0-10-2s prevailed, and the first diesels purchased by the DM&IR were 15 SW9s (Nos. 11-25) built in 1953. Also that year, the DM&IR replaced the 4-6-2 on its Duluth-Ely passenger train with a single Budd RDC3, Number 1. A Pacific was kept available for back-up until SD9s 129 and 130 arrived in 1957 with steam generators. All passenger service ended in 1961, however, and the RDC was sold to the Northern Pacific.

Although EMD had suggested that the SW9s could be used in multiple-unit consists as road power, it soon became obvious that almost anything that had to be moved on the DM&IR was heavier than an EMD switcher could handle, and the last of these units were off the roster by 1963 as they were displaced by heavier and more powerful road units. Five of the switchers went to the Union Railroad and two to the Chicago Short Line, while the rest were traded to EMD on SD9s or SD18s.

The first road unit, SD9 101, arrived

DM&IR All-Time Diesel Roster

Effective November 1991

No.	Builder	Model	Built	Retired	Notes
1	Budd	RDC3	12/1952	1961	To NP B-42 in 3/1963, to Amtrak 1972, to BCR 1975, to VIA 1981 for parts
11-25	EMD	SW9	1953	1958-63	Nos. 13, 15, 16, 19 and 23 to Union RR, 1963 Nos. 24, 25 to Chicago Short Line, 1962 Remainder to EMD, 1958-60
50-54	Alco	DL600B	1959	1964	To B&LE 881-885, then to Cartier, 1972
101-174	EMD	SD9	1956-1959		No. 110 EMD demonstrator, Built 1955. Beginning 1964 numerous SD9s leased to B&LE and EJ&E. Numerous SD9s rebuilt to 300-series SD38Rs
175-193	EMD	SD18	1960		Numerous SD18s rebuilt to 300-series SD38Rs
201-208	EMD	SD38	1971		
209-213	EMD	SD38	1975		No. 210 to B&LE in 1980 for SD38 892
215	EMD	SD38			B&LE 892, now renumbered 215, swapped for DM&IR 210 in 1980
900-909	Alco	C630	1966	1974-76	Union Pacific 2900-2909, acquired 1973, to Cartier 1974-76
301-322	Proctor	SD38R	1979-?		SD9s and SD18s rebuilt at Proctor Shop beginning in 1979. Rebuild Nos.: 301/174 (7/79), 302/160 (3/80), 303/192 (7/88), 304/169 (9/88), 305/188 (10/88), 306/178 (11/88), 307/190 (12/88), 308/177 (1/89), 309/184 (4/89), 310/183 (6/89), 311/180 (8/89), 312/181 (10/89), 313/179 (1/90), 314/162 (3/90), 315/163 (4/90), 316/186 (7/90), 317/167 (9/90), 318/172 (11/90), 319/191 (12/90), 320/176 (3/91), 321/187 (5/91), 322/182 (7/91)

NOT ALL TRAFFIC on the Missabe was or is iron ore. Here two of the DM&IR's short-lived first diesels, m.u.-equipped SW9s built in 1953, handle a transfer of pulpwood gons on the Interstate Branch. The 15 SW9s were all traded or sold by 1963.

DULUTH, MISSABE & IRON RANGE

J.W. BOYD

in 1956 as part of a nine-unit order of the rugged 1750-h.p. non-turbocharged six-motors. It was these SD9s that signaled the beginning of the end for regular DM&IR steam operations. The year 1957 brought 21 more SD9s and 1958 32 more. In 1958 EMD confidently painted up a new 2400-h.p. turbocharged SD24 demonstrator in DM&IR livery, but the railroad didn't feel that the additional horsepower was worth the expense of the turbocharger and in 1959 took delivery of 16 more SD9s. During 1958 the DM&IR had hastened its dieselization by seasonally leasing seven FTs and eight F7s from the Great Northern and eight F7s from the B&LE. Eighteen SD18s delivered in 1960 put an end to DM&IR steam and were the last new locomotives on the Missabe until 1971. That year the Missabe acquired eight 2000-h.p. SD38s to replace SD9s leased to the B&LE and EJ&E. Five SD38-2s delivered in 1975 were the last new locomotives bought by the Missabe. Today, the SD38s and SD38-2s tend to work the Iron Range Division.

The Missabe also twice purchased Alcos. The first sampling came in 1959 when the DM&IR, impressed by the 2400-h.p. Alco demonstrator, took delivery of six high-nose DL600Bs (RSD15s). The 50-55 lasted until 1964 when they were transferred to the Bessemer & Lake Erie, where they toiled successfully for eight years as B&LE 881-886 before being sent to USS's Cartier operation in Quebec in 1972. In 1973 the Missabe acquired ten ex-Union Pacific Century 630s. The DM&IR 900-909, formerly UP 2900-2909, were used mostly as yard power and were short-lived on the Iron Range, however. Three of them went to Cartier in 1974, while the other seven followed in 1976.

Since much of the DM&IR's business is seasonal, with traffic at a minimum in the winter when the lakes are frozen over, the railroad has often leased out units to power-hungry roads elsewhere. They were common on the Penn Central in the late 1960s and early 1970s, for instance, and are likely to show up almost anywhere during any winter.

Starting in 1979, the Missabe's Proctor Diesel Shops began rebuilding SD9s

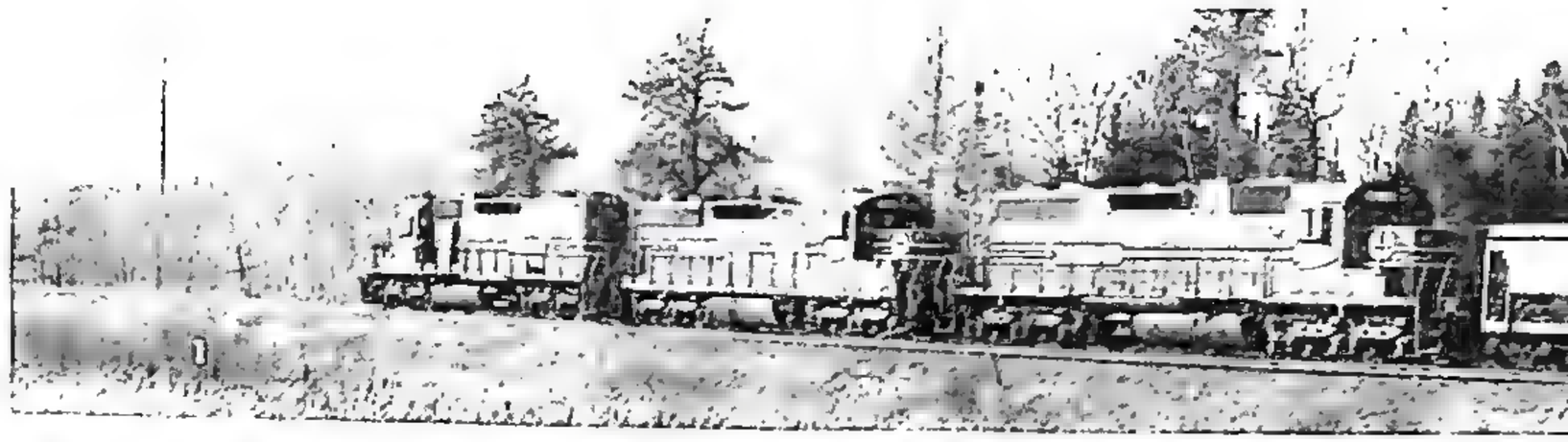
ALCO'S DL600 DEMONSTRATOR spent almost a year on the DM&IR and departed with an order for six DL600Bs, two of which were pushing an ore train out of Conneaut, Ohio, on the B&LE (**top**) in 1968. The DM&IR's last Alcos were ex-UP C630s, two of which were at Windsor, Ontario, on April 3, 1976 (**right**) en route to Cartier in Quebec. Typical of today's action (**opposite top**) is the 201 North at Pettit on October 19, 1991.

ALCO PHOTO

and SD18s with EMD 645 power assemblies, bigger traction motors, new electrical systems and chopped short hoods. So far, 22 such units have been rebuilt and are numbered 301-322. The Missabe intends to continue this program as time and money permit. One note, though, not all of the units to be rebuilt will receive chopped short hoods, nor will they be renumbered into the 300 series.

Missabe locomotives don't have to move very quickly, but they do pull and are all ballasted to 183.5 tons and geared for a maximum speed of 50 m.p.h. They are also equipped with a special speed control system that allows low speed car loading and car weighing. All Missabe diesels are equipped with a straight air retainer system that allows the engineer to control the retainers from a valve in the cab.

In an interesting side note, in 1980 USS management was comparing operating costs of the diesel fleets of its various railroads and noticed a big difference between the SD38s on the DM&IR and B&LE. To investigate this further, they swapped DM&IR 210 for B&LE 892. They found no inherent differences in the units and attributed the cost variations to maintenance and operating conditions. The units have remained "swapped," however.



Safety First

The "Safety First" slogan is part of the DM&IR herald and a way of life on the railroad that applies to employees and railfans alike. The best advice is to shoot the Missabe from public property. If you want to go onto railroad property, though, especially at Proctor and Two Harbors, get permission first. At Proctor, all you need to do is check in at the yard office and make sure it is okay to be on the property. At Two Harbors, you will need permission from the main office in Duluth (2177 W. 1st., Duluth, MN 55806) before entering the property. On the outside chance that you are asked to leave the property by a DM&IR police officer, please do so graciously.

One another note, walking on ball-bearing-sized taconite pellets is dangerous, akin to walking on an ice rink. They tend to spill along the right of way and in yards, so if you are anywhere near the tracks, *be careful*! All it takes is one slip to cause a serious or possibly fatal injury.

As for information on train movements, the personnel at the yard offices at Proctor or Two Harbors are usually helpful in providing information. Out on the road, a scanner is most helpful. Missabe Control, the DM&IR's dispatching center in Keenan, can be picked up clearly in most places on the railroad, depending on the repeater used. One note about scanners: It's illegal in Minnesota to have one in your car unless you have a permit, which are hard to obtain. If you are caught, chances are your scanner will be confiscated, and the fine to get it back is more than most scanners are worth.

The Missabe South Dispatcher (160.350) covers all trackage south of Milepost 46 on the Missabe Division. The Missabe South Dispatcher also monitors the following frequencies: DW&P (161.205), BN (161.100), C&NW (160.890) and Soo/WC (161.085) for movements on the Spirit Lake/Interstate Branches. The Missabe North Dispatcher (160.800) controls all trackage, including the Iron Range Division, north of Milepost 46 on the Missabe Division. Track speed for empties on both divisions is 35 m.p.h. for empties and 30 m.p.h. for loads.

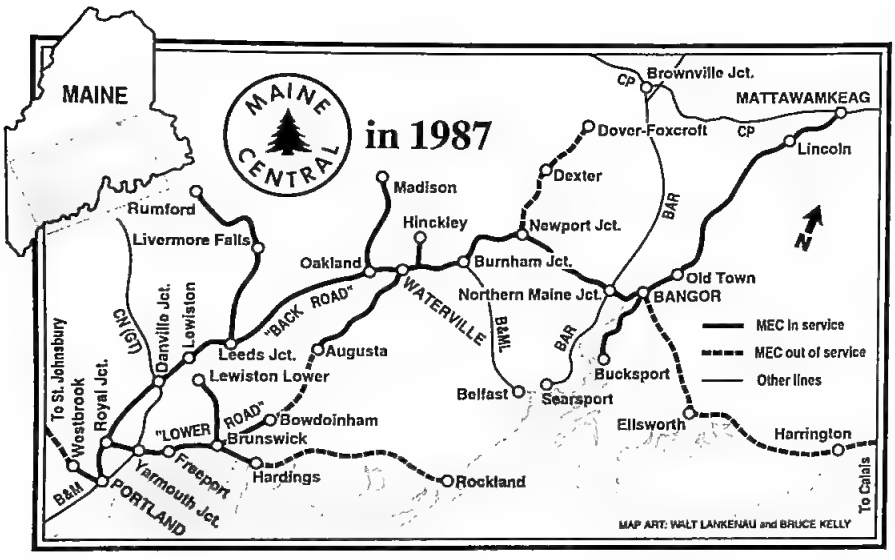
If you plan on staying on for a few days in iron country, best bet is to lodge either in the Twin Ports area or up on the Iron Range at Virginia or Hibbing. There are also plenty of restaurants in these areas as well.

Though it is no longer owned by USX, which sold its rail properties in 1989 to Transtar, and no longer uses cabooses (FREDs have been used since the mid-1980s), the DM&IR is still a class act with an excellent physical plant and highly professional railroaders. And it is still dedicated to what its predecessors set out to do over a century ago: moving iron ore from mines to the waiting boats on Lake Superior.

JIM WOZNICZKA

The Maine Central's Last

January 1987 began the last snow season before Springfield Terminal



For the past decade you had seen "it" happening. At first you thought, yielding to rumors that circulated, "it" *could* happen hear. Then, as "it" gained momentum, you knew "it" *would* happen here.

The "it" was the wave of mergers, sell-outs, buy-ups, abandonments and what-have-you that was sweeping the country's rail industry. With every issue of R&R you could see the news of a new and interesting entity being added to the mosaic of America's rail lines. But with this intriguing movement came change, change forever to the original lines whose unique fabric of people, equipment and geography had drawn many of us to become railfans, modelers, admirers and even employees.

As it is with sports fans, loyalty was established not so much for the sport but for "your" team. This loyalty would weather bad seasons and soar during good seasons — and be passed on from one generation to the next. It might move you to be critical of how the team called its plays, and the coach or manager might be praised or scathed for any or all decisions he made.

Through it all, though, you only wished the best for your team and lived in dread the day they closed the ballpark and moved out of town.

Many railfans had seen their "ballpark" close, and even though new teams might be established who could play a good game, there was no quick replacement for the enjoyment you experienced with the old hometown team. And as an employee (an operator at Waterville) as well as a railfan, I was not only a spectator but a part of the team.

By the fall of 1986, I knew Maine Central's flag was coming down the pole. The Maine Central had been part of Guilford Transportation Industries for five years. Some diesels had been repainted, and power was being pooled through from the other Guilford roads (Boston & Maine and Delaware & Hudson). The road freights now bore symbols defining their end points as yards once on foreign roads, and some branches had been shut down. The flagpole lanyard was getting frayed, alright.

Thoughts and conversations about the past few years drifted to, "what would the 'old' Maine Central have done?" This question would be left unresolved as Guilford and deregulation came on the scene in quick succession, making Monday morning quarterbacking much too speculative. Through these past five years, the loyal fans could still see scraps of the Maine Central fabric. The paychecks still read "Maine Central Railroad Company," complete with the pine tree herald.

Around New Years 1987, notice was posted that on February 1, 1987, 85 miles of MEC's east end would be leased to Guilford subsidiary Springfield Terminal Railway. Regardless of what reaction this may have caused and how you speculated it (the "it" we fans had been dreading) might turn out, one thing was certain: this would be Maine Central's last winter. One of my responses was a determination to photograph as much remaining MEC "evidence" as I could find.

Winter had always been my favorite season to photograph my favorite railroad. Winter railroading on the MEC had always been a time of heightened drama created by increased traffic levels from potato and pulpwood loading and the increase in operations to combat winter conditions while moving this tonnage. Photographic and mental images abounded of plow trains breaking out the main, Jordan spreaders clearing yards and sidings, train orders hooped up in the black of night at normally day offices, and full tonnage extras bucking snowdrifts and the Hours of Service Law to make connections. To me, the Maine Central's "World Series" would be a winter of heavy snow.

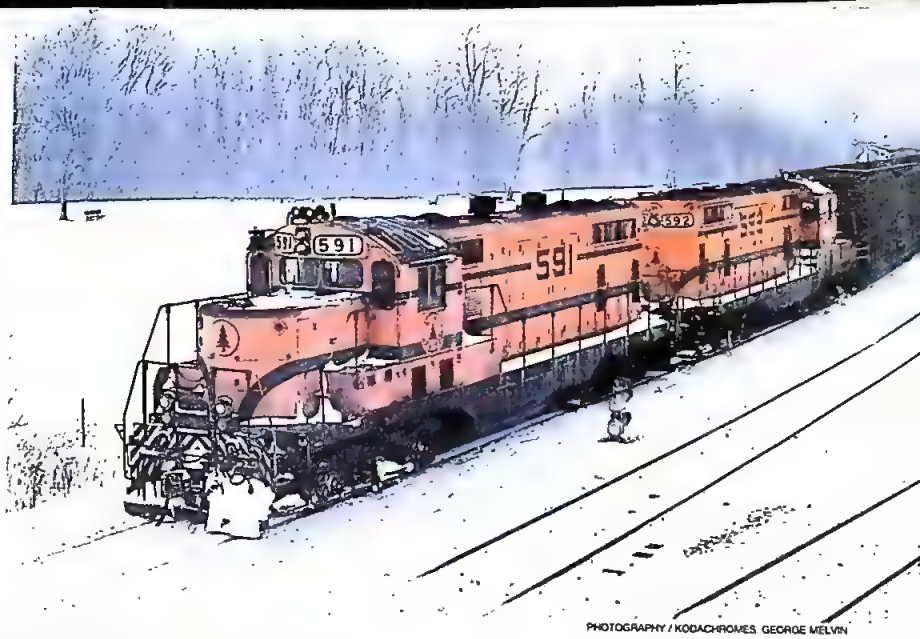
On January 3rd, I took my first photo of the new year, and as I made an entry in my notebook, I thought, "Perhaps MEC's last winter will be a good one."

It had snowed on and off for three days when that photo was made, of a matched pair of former Louisville & Nashville GP7s getting an air test at Waterville with the Hinkley Switcher, prior to its ten mile run to switch at Scott Paper Company Somerset Mill. Within a month, these units became Springfield Terminal 11 and 12!

For the first three weeks of January there were no massive snowstorms, but there were also no warming trends to melt and settle each moderate snowfall that arrived. The snow that fell "was sticking around," but, more accurately, it was drifting around and being dragged along the tracks by each passing train. Traction motors were being infiltrated with it, causing ground relay problems which halted trains on the road. Air hoses on long drawbar cars which hang lower were dragging in drifts and uncoupling, "dumping the air" and stopping trains, usually in spots not too convenient. In general, train operation was getting intolerably difficult. With no thawing trend in sight, the call for plow extras was issued by the Engineering Department; the expense of plowing was now considered less than the expense of slogging through snowcover ranging from 25 inches on the coast in Portland to 34 inches in the foothills in Rumford.

Winter

by George Melvin



PHOTOGRAPHY / KODACHROMES GEORGE MELVIN

GEORGE MELVIN'S first photo of 1987 was of ex-L&N Geeps 591 and 592 (**above**) on the Hinkley Branch switcher at Waterville on January 3. "Snowplow Day" came on January 23, when the Rigby Plow Extra East was observed kicking up the powder on the Back Road main (**below**) east of Danville Junction with MEC GP7 562 and D&H 7415.

Snowplow Day, January 23rd, dawned clear and cold as three spare train crews got the call to report for "plow service, further notice" (one each at Rigby Yard in South Portland, Waterville and Bangor).

The Rigby Plow, with an unusual two units because no caboose was available to provide seating, plowed the Lower Road main to Royal Junction, then the Back Road to Waterville with a side trip to Rumford; a total of 174 miles. This was perhaps Maine Central's longest plow run ever.

The Waterville Plow made a round trip to Bangor, and the Bangor Plow made a round trip to Mattawamkeag, trips of 110 and 116 miles respectively.

The novelty of plow trains, largely replaced with self-propelled machinery for the past few milder winters, caused crew members to catch the excitement of the spectacle and to consider Maine Central's future. Engineer Jim Allen requested a print of his Rigby Plow, saying, "This will probably be my last MEC plow call." Plow Operator Gerald "Beetle" Bailey, on the same job, was wearing a giant "kid at the circus" grin as he blasted through a drift in the Rumford Branch at Curtis Corner, burying your photographer and his wife!

The three plow extras cleared 244 miles of the 314 miles of the Maine Central then in service, all tying up close to the Twelve Hour Law. After some deliberation, the crews were released from plow service; the Rigby crew deadheaded home from Waterville, leaving several branches unplowed. "Perhaps it would turn warm..."

It did not turn warm. Actually, a Nor'easter was grinding up the Atlantic Seaboard that night. It posted the lowest barometric pressure readings in Portland (between 28.59 and 28.67 inches of mercury) ever for the month of January. Winds gusted to 50 miles per hour as the storm dropped seven to ten inches of very unfluffy snow along the coast before highballing for Nova Scotia; driven to sea by a cold snap that sent the thermometer to twenty below zero at night and only rebounding to single numbers during the day for four straight days. (A note of thanks goes to

ON THE RUMBORD BRANCH at Curtis Corner, the Rigby Plow Extra 562 East is about to bury the photographer and his wife in a cloud of white on January 23. Ah, the joys of winter railfanning.

Later that day, the Waterville Plow (**below**) returned home with GP38 259 after working to Bangor and back. There had been three plow jobs out this day.

amateur meteorologist friend Tom Charles for providing weather data as published by the National Oceanic & Atmospheric Administration.)

All the benefit from the plow trains of the 23rd was not lost, but the Nor'easter "sure made a mess of Rigby," as one chief dispatcher groaned in his usual understated manner. Bucketloaders and snow sweepers had kept the switching leads clear enough in Rigby Yard, Maine Central's main classification area, but the body of the yard was getting hard to function in; switching was becoming very cumbersome. Crews were pulling plugged tracks in short cuts of only eight or ten cars. Giving a car a time-saving kick in two feet of snow proved futile; it couldn't roll 50 feet.

With arriving trains being held out several hours and going on the Law waiting for track space and regular trains departing ten to twelve hours late, it was time to "spread the yard," the only hope of getting back to normal this side of spring.

From an expense point of view spreading the yard with the Jordan spreader made running a plow seem like a bargain. In addition to the spreader and locomotive and their attendant crews, a spare switcher requiring at least two units would have to be employed as a "puller," hauling cars from several parallel tracks as the spreader, working from the opposite end of the yard, cleared a swath from the center to the sides. It goes without saying that this operation took time — two full days, with further disruption of the operation it would ultimately enhance. Sort of like pain in a dentist's chair is better than pain at the dinner table — but that's the dentist's opinion.

The yard was spread January 26th

and 27th. Veteran machine operator Walter Maschino (very appropriate combination of job and name, I always thought) said he was a bit rusty working the spreader in snow; he couldn't remember when it had been done last. By day two, he had his touch back and was laying it out in great style.

In the past four days since Snowplow Day, continued use of bucketloaders and self-propelled plows had gotten most of the railroad into decent shape, with cold-related rather than snow-related problems being the greater challenge. One area, though, had been neglected in the snow offensive, as priority had been rightly given the regularly served routes. The "as required" westerly stub of the Lower Road main from Royal Junction to Brunswick and the connecting 20-mile Lewiston Lower Branch had become close to impassable. The Lower Road main had not been used for a through route (between Waterville and Portland) for nearly a year, with local turns from Rigby and Waterville serving customers from either end and the 26-mile Augusta to Bowdoinham midsection lying dormant.

Normally a POLL-X (Portland to Lewiston Lower Extra) was called twice weekly and handled the half dozen smaller customers between Royal Junction and Lewiston Lower within the Twelve Hour Law. A POLL-X called the 22nd had been two days making the trip, derailing their unit twice and caboose once, and had not gotten out all their cars. Only snowmobiles had made that run for the past four days, packing the drifts even harder.

To this point, with several plow trains and the Rigby spreader on film, I thought, "How many more good photo subjects can this final winter provide?" The answer came in the form of a road tour with he Jordan spreader, to open the line to Lewiston Lower.

The first planned run for January 28th was postponed so a day could be devoted to getting spreader 805 in fighting trim after some wear and tear during the clearing of Rigby Yard. The second attempt got out of Rigby about 11:00 a.m. the 29th under a bright sky with clean yellow GP7 561. I was ready, but right after my first photo, the Geep turned sour, and following some attempts to remedy its electrical problems, dropped the spreader on the main

JORDAN SPREADER 805 was photographed on Extra 561 East at Yarmouth Junction on January 29, about ten minutes before the Geep failed and aborted the second attempt to open the line to Lewiston Lower. The 254 had been having a more successful time with 805 "spreading the yard" at Rigby in South Portland (**below**) two days earlier.

THE THIRD ATTEMPT to reach Lewiston Lower with a freezer of Coors found Springfield Terminal GP7 No.10 on the POLL-X at Freeport on January 30. The first Springfield Terminal BAMN transfer from Bangor to Northern Maine Junction had ST Geep 12 and MEC U18B 404 (**below**) with ST Geep 11 pushing on the rear on March 27, 1987.

at Yarmouth Junction and limped back to Rigby. The 30th was gloomy, but the two failed attempts only heightened my expectations for photographing the spreader out on the road. The spreader extra was called as a POLL-X that day by the need to move a delayed car of "perishable freight," a carload of Coors beer in danger of freezing. Mixing snow clearing and freight work was a limited practice with the Maine Central. Powering this run was visible proof that this was Maine Central's last stand: the first unit painted Springfield Terminal, GP7 number 10 (ex-MEC 590).

After two days of plowing and spreading (and spotting that Coors car), the Lewiston Lower run could again be made within the Law, and the remaining weeks of the last winter were more routine. Two more plow trains were called, but the excitement of the week beginning with Snowplow Day, January 23rd, would not be repeated.

On March 10th, spring was edging winter aside, as I lensed my first Springfield Terminal train, not knowing then that the freshly repainted GP7s on either end of the First BANM (BAngor to Northern Maine Junction transfer) were the pair of yellow Geeps I had shot two months earlier at Waterville.

Maine Central had, indeed, had its last winter; by midsummer all the remaining trackage was leased to Springfield Terminal. Even the paychecks no longer bore the Pine Tree herald.

BY JIM BOYD

JIM BOYD

MISSABE YELLOWSTONES 224 and 225 were side by side for a runby near Coleraine Junction on July 3, 1960, as the Illini Railroad Club trip with 224 paused in the siding to let the Minnesota Railfans Association trip with the 225 storm by on the main.

Side by Side...Yellowstones!

The last time I was on the DM&IR was sometime in the mid-1960s. What struck me about Andrew Nelson's images of "Today's Missabe" is how little has really changed on the DM&IR. The oxide red units now carry arrowheads instead of their as-delivered stripes, but the overall effect is the same, and enough high-nose SDs survive to keep things looking traditional. Any railroad that looks "essentially the same" after 25 years is certainly worth serious attention in today's world.

I never really "railfanned" the Missabe, as such. Even when I lived in the Midwest, the Iron Range was a long way away, and there were too many distractions in between. With only two exceptions, when I visited the Duluth area I spent most of my time between

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Cloquet and Saginaw, Minn., following the steam engines of the Duluth & Northeastern, which didn't dieselize until after my two trips in the spring and summer of 1963. On each trip we "tagged" Proctor and the other railroads around Duluth, and I got a couple of shots of Missabe SDs sliding by the Saginaw depot much like Nelson's shot on this issue's cover.

But those two "exceptions" were very interesting. They were aboard Illini Railroad Club steam excursions in 1958 and 1960 from Chicago with CB&Q 4-8-4s to St. Paul (O5a 5618 in 1958 and O5b 5632 in 1960), Northern Pacific diesels overnight to Duluth and a 2-8-8-4 on the DM&IR. The 1958 trip had Yellowstone 222 and was a loop trip that headed east out of Duluth to Two Harbors, where we wandered around the yard and ore docks with live 0-10-2 604 and dead Pacific 402 on display, along with lots of dead and stored-serviceable steam everywhere we went. Mikado 1305 (Lima 1913 as D&IR 305) was working in regular service as we passed through Biwabik on our circle trip north to Allen Junction, west to Iron Junction and then south via Proctor to complete the circuit back to Duluth. I was shooting an 8mm movie camera and a Ziess-Ikon that I didn't really know how to use, and the photos from the trip were marginal.

For the 1960 trip, however, I was much better prepared with one of J. Parker Lamb's Kodak Chevron two-and-a-quarters. This trip, over the Fourth of July weekend, had been initially planned as a joint venture between the Illini Railroad Club and Minnesota Railfans Association as a circle trip similar to the 1958 venture. Something changed, however, and the trips were split, with each group running a different route on the same day, Sunday, July 3. Our Illini Club trip had 2-8-8-4 224 for a run via Proctor to Allen Junction and return, while the Minnesota Railfans had the 225 for a run up the Alborn Branch to Coleraine.

My memories of that day are a bit sketchy, but I remember that we made a movie run on Proctor Hill and had a long stop in Proctor Yard, where I got quite a number of photos in the roundhouse, which was full of Yellowstones, 2-10-4s and a handful of Mikes (see page 51). Somewhere between Proctor and Coleraine Junction we pulled into a siding for a photo runby with the Minnesota Railfans trip which was overtaking us.

With our 224 posed on the siding, a photo line was established, and it wasn't long before the second Yellowstone could be heard. I had planned to get two shots but was very surprised at how fast the 225 was rolling. I nailed the pair at first glimpse but couldn't double-crank advance that Chevron and manually cock the shutter in time to get the "perfect" side by side shot — all I got was the distant shot (page 65) and a fan-cluttered going-away of the 225 speeding by at about 40 m.p.h.

It was my first encounter with two separate steam-powered trains side by side. In 1960 I never thought I'd see another. And while I was on Christiansburg Mountain in 1987 for the 1218 and 611 and on Cajon in 1989 for the 8444 and 4449 and at Huntington in 1991 for the 765 and 1225, that pair of Yellowstones near Coleraine Junction is going to be pretty hard to top any time in the future. Though I'm sure somebody will try.

Amtrak's Lloyd Retires

Tom Savio from Davis, California, reports that Arthur L. Lloyd has retired as Amtrak's San Francisco-based Director of Public Affairs - West. One of railroading's great spokesmen, Art was also a founder of the rail preservation movement. His rail career began as a wartime yard clerk on the Napa Valley Electric in northern California. In 1949 he joined Western Pacific's public relations department and was instrumental in promoting the original *California Zephyr*. Art joined Amtrak in 1971, number 16 in seniority. He is president of the Railway & Locomotive Historical Society and director of both the California State Railroad Museum Foundation and of SamTrans, the future operator of SP's Bay Area commute line. Bruce Heard, Amtrak Senior Director of Special Projects & Public Affairs, will replace Art.

Winterail and EastRAIL '92

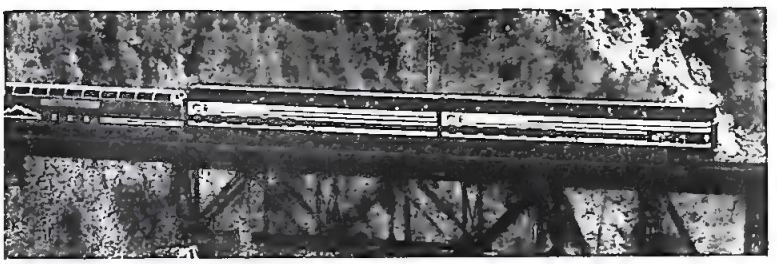
It's the season again for the big multi-media slide shows both East and West. Out in California, Dave Stanley and Vic Neves have their 14th annual "Winterail" show scheduled for March 7, 1992, and moved back home to the Scottish Rite Temple in Stockton, after a "spring switch" to Modesto in April 1990 and March 1991. This all-day Saturday event will combine a 9:00 a.m. to 5:00 p.m. railroadiana sell & swap with the slide shows which will run from noon to 10:30 p.m., with a two-hour dinner break. Admission to both events is covered in the $16 ticket price.

The "featured shows" for 1992 will be Ted Benson on the SP sugar beet trains and Mark Hemphill on the Rio Grande in Colorado. The rest of the bill is equally impressive, including Dave Houston on covered wagons of the West Coast; Charles Lange on the Oregon, Pacific & Eastern; railroading in Guatemala by Tom Moungovan; Ken Meeker's "Odyssey to Omaha" and a 16mm film by Don Olson. Also at Winterail '92 will be two shows that were presented at EastRAIL '91: Californian Ken Rattenne's "Passenger Parade" and New Jerseyan Alan Bellis' "Sand Patch."

It should be a great show, and a number of us from the East Coast are planning to attend. See TIMETABLE for the mailing address.

Meanwhile, preparations are under way for the third annual "EastRAIL," which will be held at the Chatham, N.J., High School on February 15, 1992. Sponsored by the Jersey Central Chapter NRHS and hosted by R&R and *Railpace* Magazines, it will run from 10:30 a.m. to 6:00 p.m. with an early af-

next in RAILFAN & RAILROAD month



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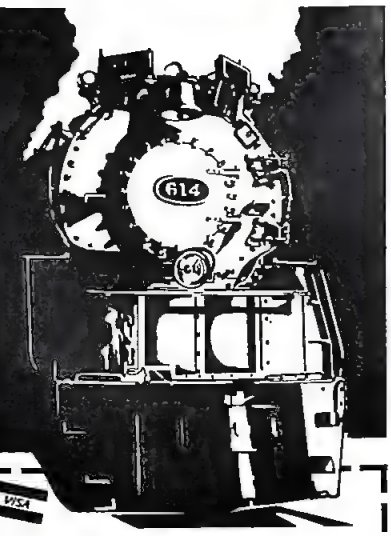

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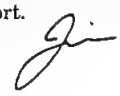
ternoon lunch break. Unlike Winterail, there will be no related sell & swap. Admission is $12 for adults and $8 for age 16 and under. Chatham High School is at 255 Lafayette Avenue in Chatham, and we plan to have a shuttle bus to connect with N.J. Transit Morristown Line trains. See TIMETABLE for the mailing address and phone number for further information.

The programs anticipated for this year include John Craft of Birmingham, Ala., on contemporary steam and Bradley McClelland from Dayton, Ohio, on Midwestern railroading, along with the "local talent" of Frank Etzel on the Northeastern rail scene, Steve Barry on Western railroading, Jon Graham on New York and Philadelphia transit systems, as well as the team of Tom Nemeth, Chris Kimler, Alan Bellis and myself on "Countdown to Conrail." At this time we are still firming up the program and schedule, so watch the March '92 TIMETABLE for any update. Boy, does February come around in a hurry every year!

Both Winterail and EastRAIL feature professional quality dual-projector slide shows with taped narration and music. If you have never had the opportunity to view such productions, I highly recommend that you make an effort to visit one of these shows. They are also an excellent opportunity to meet many of the photographers whose credit lines appear in the whole spectrum of railfan publications. We have always had a good time and found the shows well worth the time and effort.



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KODACHROME: J.L. LA HAYE

METRA F40PHM-2 185 was with "straight" F40PH 107 at the old Rock Island 47th Street facility in Chicago on October 23. This is the first of 30 units intended to replace the BN's E-unit fleet, but a contract dispute with BN has them going into service on the ex-RI lines. The 185 has a fireman's side rearview TV camera, and the small "hole" in F40PH 107's nose houses an experimental night vision camera. See page 38.

IN CHATTANOOGA during the weekend of November 2-3, 1991, Norfolk Southern celebrated 25 years of steam excursions with a gathering of locomotives and several fantrips. On November 1, a night photo session was held at the Tennessee Valley Railroad Museum (**below**) with (left to right) Southern 2-8-2 4501 and 2-8-0 630, ex-U.S. Army 2-8-0 610 and freshly-painted Central of Georgia 4-4-0 349. See page 38 for details.

KODACHROME: JOHN CRAFT

290 - The Legend Continues
Includes Historical Photos and rare B&W footage of A&WP's famous Heavy Pacific. Action also includes restoration shots break in runs and innaugural runs to Macon and the Atlanta loop. 58 min. **$29.95**

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Complete coverage of the SP 4449 at "Steam Fest '90" on the Washington Central. 52 min. **$29.95**

290 And The Golden Isles Special
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1218 - A New Beginning
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Hi-lites of the 1987 Convention in Roanoke. Action includes 611 and 1218 race up Christiansburg Mtn. 41 min. **$29.95**

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KODACHROME: STEVE BROWN

KODACHROME: L.R. STILES

COTTON BELT 4-8-4 819 powered another trip from Pine Bluff, Arkansas, to Tyler, Texas, during October 18-20. She's seen at Carbondale, Texas, on the 18th in new paint and a graphite smokebox. See page 39.

Railnews

FRISCO 4-8-2 1522 was near Stanton, Mo., **(lef)** on October 27 as it tested new pilot truck roller bearings. See page 41.

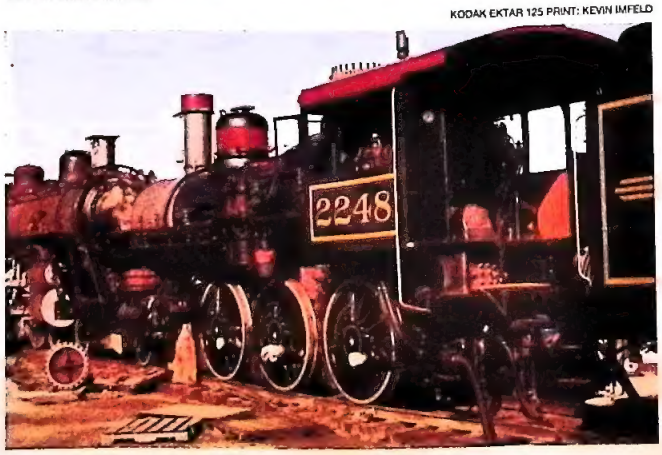
GREAT SMOKY MOUNTAIN Railway's new Army 2-8-0 was fired up at Dillsboro, N.C., **(below)** on November 1. See page 41.

KODACHROME: SCOTT E. O'DELL

SP&S 4-8-4 700, like the Frisco 1522, was steaming on the BN on October 27. The 700 is shown at Portland Union Station as it returns from Vancouver, Wash., where it was on display the previous day with other equipment for a BN Family Days event.

KODACHROME: ALEX MAYES

KODAK EKTAR 125 PRINT: KEVIN IMFELD



FORT WORTH & WESTERN plans to begin running freight and passenger trains with ex-SP 4-6-0 2248, acquired from the Texas State Railroad, during 1992. Seen at Fort Worth **(right)** on November 1, the 1896 Cooke engine is almost fully restored. See page 41.

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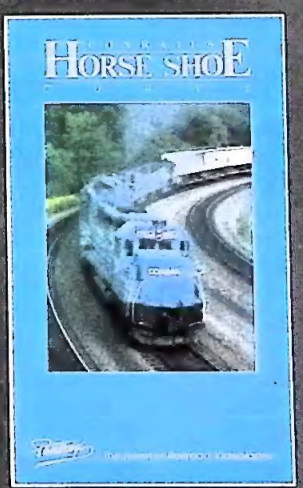

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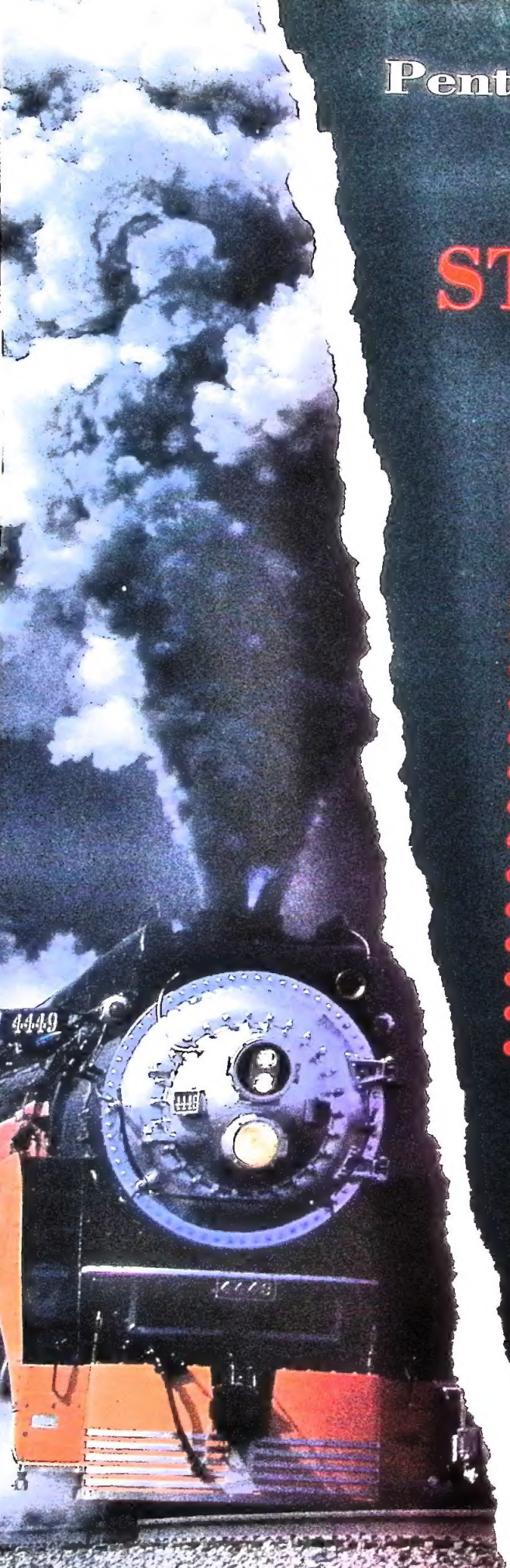

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